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Cadillac Gage V-100 Commando

David Doyle

Walk Around®
Color Series

Don Greer 2008

Squadron Signal® Publications

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By David Doyle

Squadron Signal Publications

Covers and art by Don Greer
Illustrations by Matheu Spraggins

Introduction

The best known American armored car of the post-WWII era is the Cadillac Gage Commando. Developed in 1962, this 4x4 amphibian still looks modern, and its descendents remain in service around the globe.

Initially given the Cadillac Gage model number V-100, the Commando was conceived in 1962 as an armored personnel carrier. The United States (U.S.) Advanced Research Projects Agency purchased the second and third pilot models in September 1963 and shipped them to South Vietnam where field trials showed that, with some minor changes, the Commando was suitable for combat use.

The side vehicle hatches were enlarged and replaced by two-piece side doors, with the upper portion swinging up and the lower portion swinging down to form a step. A large, one-piece upward-opening door was also added to the rear of the vehicle at that time. When field experience showed that Vietnamese soldiers had difficulty using the large rear door, it was replaced by a two-piece door similar to the side doors.

Cadillac Gage responded to requests to replace the original tires by introducing its own unique tire—the Commando Special. These tires had a chevron tread pattern and a run-flat design that incorporated a wire-reinforced sidewall and a steel liner.

At serial number 10457 (the sequence began at 10000), the air intake began to be shielded as a defense against Molotov cocktails. Beginning with serial number 10509, the flat plate hatches over the driver's and commander's heads gave way to raised hatches to provide more headroom and to reduce the possibility of head injuries during operations over rough terrain. Combat experience in Vietnam led to the next obvious change introduced with serial number 10596—the elimination of one vision block and one firing port on each side of the vehicle in order to strengthen the hull.

Cadillac Gage tried four different turrets on the prototype before deciding that production vehicles fitted with turrets would use the T-50 turret with twin machine guns mounted on the right-hand side of the gunner's position. The T-50, as installed on the XM706, permitted the fitting of either two .30 caliber machine guns or a .30 and a .50 caliber machine gun. M706 vehicles substituted a 7.62 mm M73 machine gun in place of the .30 caliber.

Meanwhile, the turretless Commando that appeared in 1967 was procured by the U.S. Air Force for base security. An armored parapet that closed with bi-fold doors replaced the turret, and five mounting points for machine guns were added.

V-100s initially supplied to South Vietnam through U.S. aid were designated XM706. With the changes made at serial number 10596, the vehicle was redesignated XM706E1 and was later standardized in U.S. service as the M706. The turretless version was classified XM706E2.

All production V-100s were powered by a Chrysler M75 V-8 gasoline engine with a 361-cubic inch displacement. The axles used on the V-100 were based on those found in the G-742 series (M34-style) 2½-ton trucks, but with the addition of a no-slip differential. A five-speed New Process transmission was bolted to the back of the rear-facing engine. Twin 40-gallon fuel tanks gave the Commando an on-road range of 500 miles, and its top speed was rated at 62 MPH. Mounted internally at the front of the vehicle was a 13,500-pound rated Braden self-recovery winch.

All Commando versions could *swim* without preparation; the turning wheels provided water propulsion. The vehicle's bilge pump had a 50-gallon per minute capacity, more than enough to deal with any leaks from door or vision block openings.

Despite the Commando's success in Vietnam, U.S. forces only made limited use of the vehicle after the end of that conflict. Upon return to the United States, many Commandos were expended as range targets. A few exception were rebuilt to serve as security vehicles at European, and reportedly, Department of Energy Installations.

(Title page) This XM706E1displays the external features of late-model V-100 Commandos— a single vision block to the front of the side door, raised drivers' hatches, and a raised, armored anti–Molotov cocktail guard over the radiator hatch. This guard was introduced with serial number 10457.

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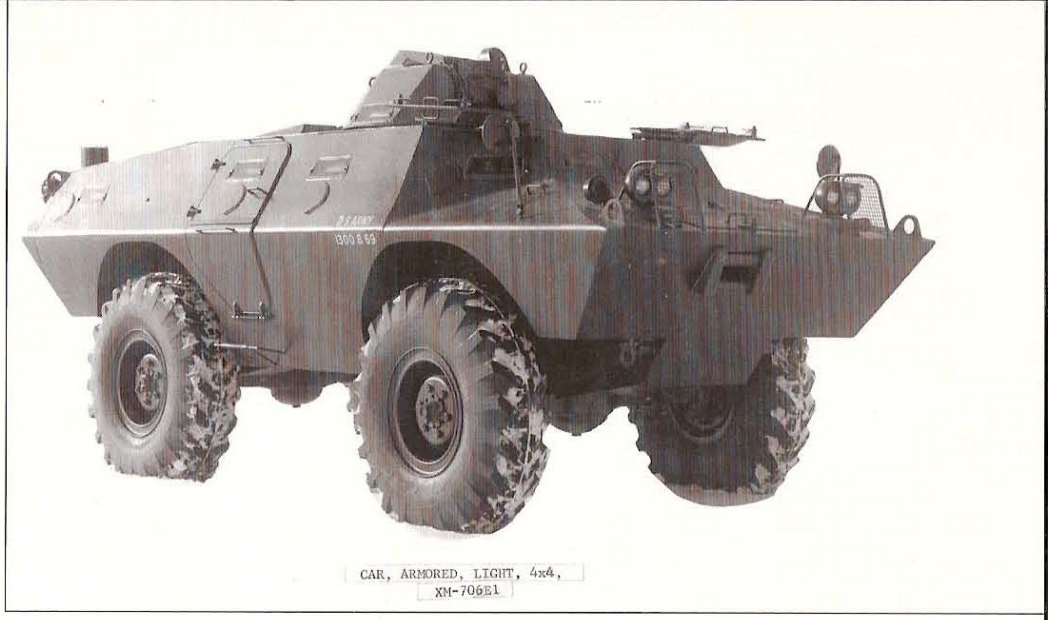
Hunnicutt, R. P. *Armored Car: A History of American Wheeled Combat Vehicles*. Novato , CA: Presidio Press, 2002.

Lathrop, Richard and John McDonald. Cadillac *Gage V-100 Commando 1960-1971*. London, UK: Osprey Publishing, 2002.

(Front cover) *War Wagon*, an M706 Cadillac Gage Commando, escorts a convoy through hostile territory in Vietnam. This vehicle was owned by the 560th MP Company.

(Rear cover) Behind the tail end of another Commando leading to the right, personnel ride a U.S. Air Force XM706E2 past a scrapped C-47 at an air base in Vietnam. Note the two vision blocks and gun ports on the side of the hull to the front of the side door and the raised-profile driver's and observer's hatches.

The pilot of the Commando was photographed during tests at Fort Knox on 20 May 1963. Written under *COMMANDO* on the side is *A Product OF CADILLAC GAGE CO.* The vehicle featured 11 periscopes around the upper sides of the hull, flat drivers' hatches, angular wheel well openings, a single-section side door on each side of the hull, and a turret with side-mounted machine guns. In this configuration, a .50-caliber machine gun with a flash suppressor and a .30-caliber machine gun are mounted. (Patton Museum)



This file photo shows an early XM706E1. Identifying features include the rounded wheel well edges, one vision block on the upper side plate of the vehicle to the front of the side door instead of two, and, barely visible, the Molotov cocktail guard on the radiator cover, located to the left of the turret in this photo. (TACOM LCMC History Office)

This XM706 mounts two Rheinmetall MG42 machine guns in the turret. The WWII-vintage German machine gun was considered as possible armament for the Commando. Note the angular edges of the wheel well (characteristic of the first 75 vehicles) and the two vision blocks to the front of the side door (characteristic of early Commandos). (Patton Museum)

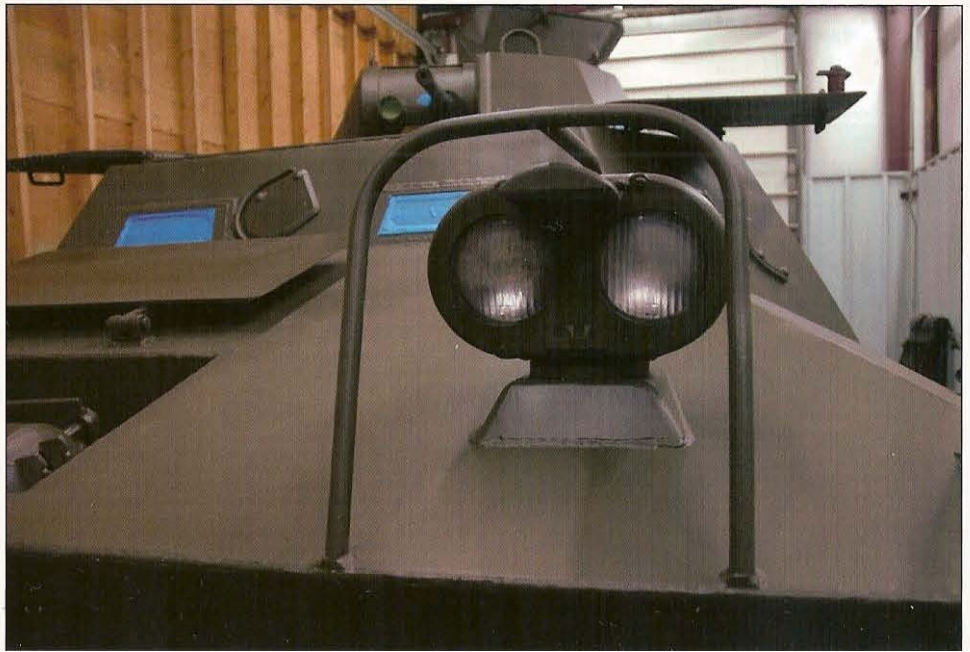
The Cadillac Gage XM706E2 has a parapet design in the center section of the hull rather than a roof and turret. This vehicle found heavy use with the U.S. Air Force security police in Vietnam. Using five pintle mounts for weapons, two each on the front of the parapet and one each on the sides and rear, the vehicle quickly could put an array of formidable weapons on the spot if trouble occurred. This vehicle sports a three-color, flat camouflage scheme of sand, forest green, and olive drab. (National Museum of the U.S. Air Force)

Photographed from the right rear, this early XM706 has a one-piece unit rear door with a top hinge that was later changed to a two-piece door with top and bottom hinges. The production turret's steel armor is 3/8-inch thick on the front and 1/4-inch thick on the sides and top. The turret hatch has a distinctive protrusion with an upward slant toward the rear that accommodates the gunner's head. (Alan Wise)

Early XM706 examples with serial numbers before 10596 had two vision blocks on each side of the hull, to the front of the side door. This example has a turret with machine guns mounted side-by-side on the right side of the turret. In this case, a .50-caliber is on the left and an M37 .30-caliber is on the right. Note the small lifting rings on the turret roof. (Alan Wise)

The winch hatch has two rear, external hinges and a cam handle that engages a catch in front of the hatch. To the rear are the driver's and observer's vision blocks and a gun port in between the blocks.

The headlight assemblies (left unit shown here) each have two headlamps, a blackout drive lamp (behind and under the hood at top), and a blackout marker light between the bottoms of the headlamps. A brush guard protects each assembly.



The flat driver's hatch was characteristic of early V-100 Commandos. Below it are the driver's side vision block and gun port. Blue masking tape has been applied to most of the vision blocks of this vehicle.

This observer's hatch is on an early Commando. Both front hatches have cam handles on the inside. The observer's hatch has a flange welded to the inner edge, so, when closed, the driver's hatch rests on the flange. A grab handle is also provided on the inside of both hatches.

The two vision blocks and gun ports on the right side of the hull to the front of the side door are characteristic of XM706s prior to 10619. Later models had one vision block and one gun port in this area, on both sides of the vehicle, as it was believed to yield stronger armored protection.

This rear left corner belongs to an early XM706. The left tail light assembly is removed to reveal its mounting bracket. To the right is the side of the engine exhaust shroud, displaying its welded joint to the rear of the hull. To the upper right is the open engine door.

This XM706 has a 50-caliber machine gun installed in the inboard mount on the front of the turret. The outboard mount lacks a machine gun. The wide front vision block was replaced by a narrower one on the XM706E1. The studs above and below the mantlet are for mounting a weather-shield boot.

The radiator hatch (front, with grill frame on inside) and engine hatch (rear) are both open. These hatches fold down, and their edges join when they are closed. The hinges on these two hatches are not sprung. This vehicle is undergoing restoration and has its radiator, engine, and exhausts removed.

The early version of the rear door for the XM706 was a single piece unit with a spring-assisted top hinge. On later vehicle models, the door was split horizontally at the center and had a top and bottom hinge. The vision block is installed in this door, but the gun port cover is removed.

The raised hatch of an XM706 has its crash pads removed. Normally, the pads are applied to the inner surfaces. Sans crash pads, the inner part of the hatch door reveals the multiple panels that make up the hatch and their welded construction. In the foreground is the brush guard for the gunner's periscope at the front of the turret.

This XM706E1 has a .50-caliber machine gun in an M113 style pedestal mount on the turret and four smoke grenade launchers mounted on either side of the turret. A spare .50-caliber ammunition box is strapped to the side of the turret.

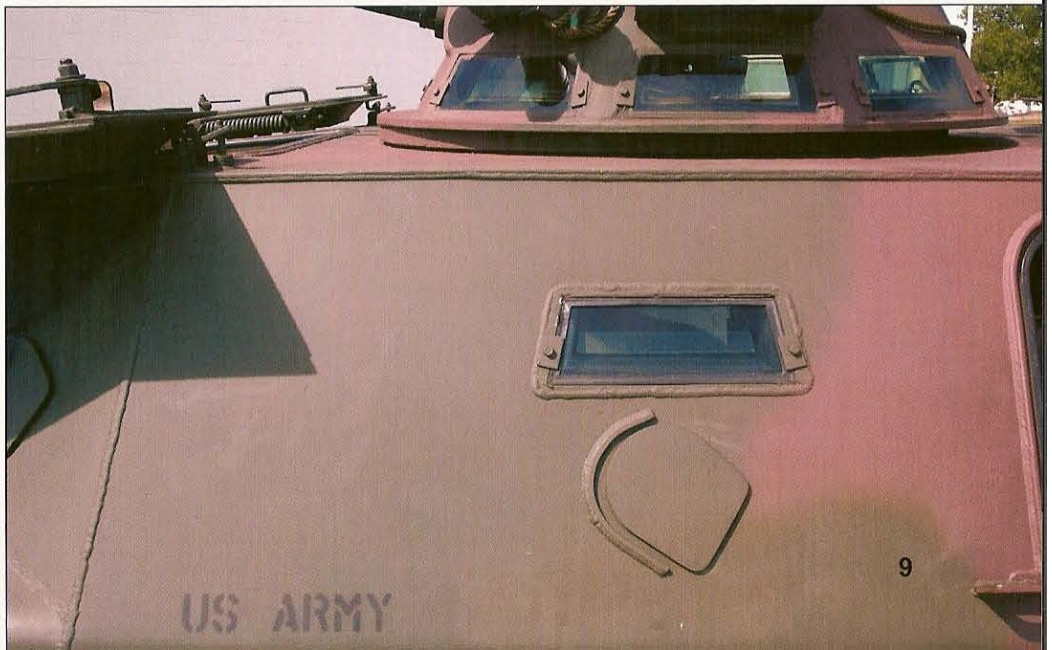
This vehicle has the single vision block and gun port characteristic of V-100 Commandos from serial number 10596. The engine side access door is visible to the rear of the hull's side.

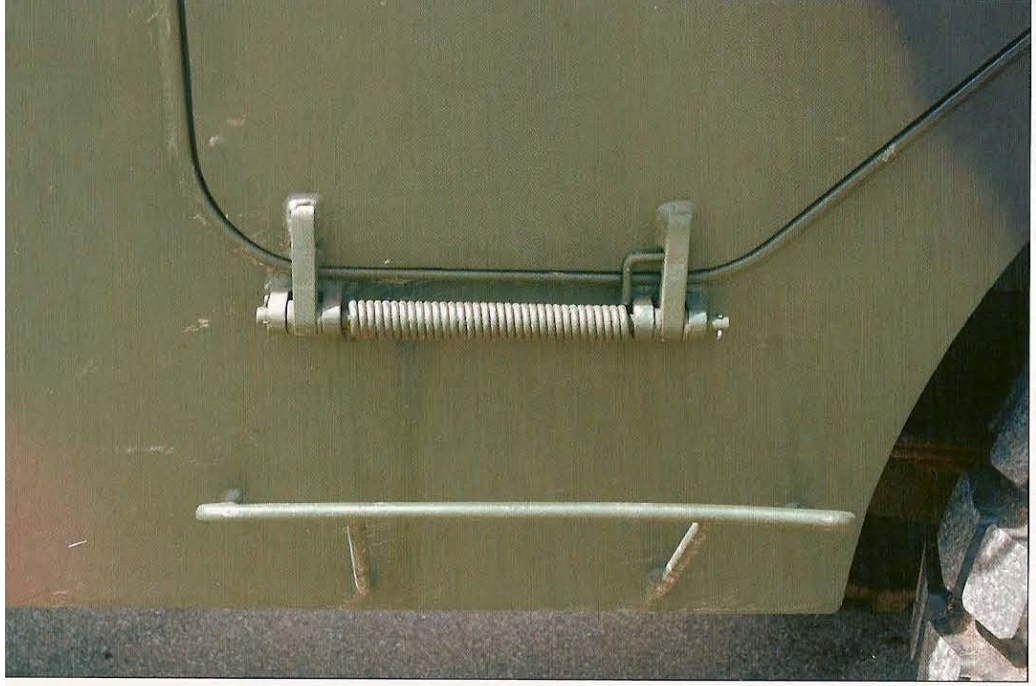
The 14.00-20, 12-ply tires supplied with the Commando were special flat-run combat tires. Even if the tires were punctured and registered zero inflation, they could operate at moderate speeds up to 50 miles under heavy loads and temperature extremes. The tire's sidewall construction kept the tire from collapsing or slipping on the rim when the tire was deflated.

The *Commando Special* tires, produced expressly for the V-100, had a unique tread pattern. Unlike standard U.S. military vehicle tires, which have a non-directional tread pattern, the *Commando Special* tires had a directional tread, which aided the vehicles with water propulsion during amphibious operations.

The interior of the opened left side door shows the vision block and its mount, the gun port and its clamping-type locking knob, and the cam handle. The gun port cover, composed of an inner and outer plate, swivels on a mounting stud that, along with the locking knob stud, also connects the two cover plates.

The vision block and gun port are to the front of the left side door, and several of the turret vision ports are above. The blocks slip into their openings and are glued into place with a special epoxy. Cap screws through flat washers on either side of each block retain the block on the outside of the vehicles. On the inside, the crash pad assembly, which is screwed to brackets flanking the vision block, secures the acrylic plastic spall shield and vision block.



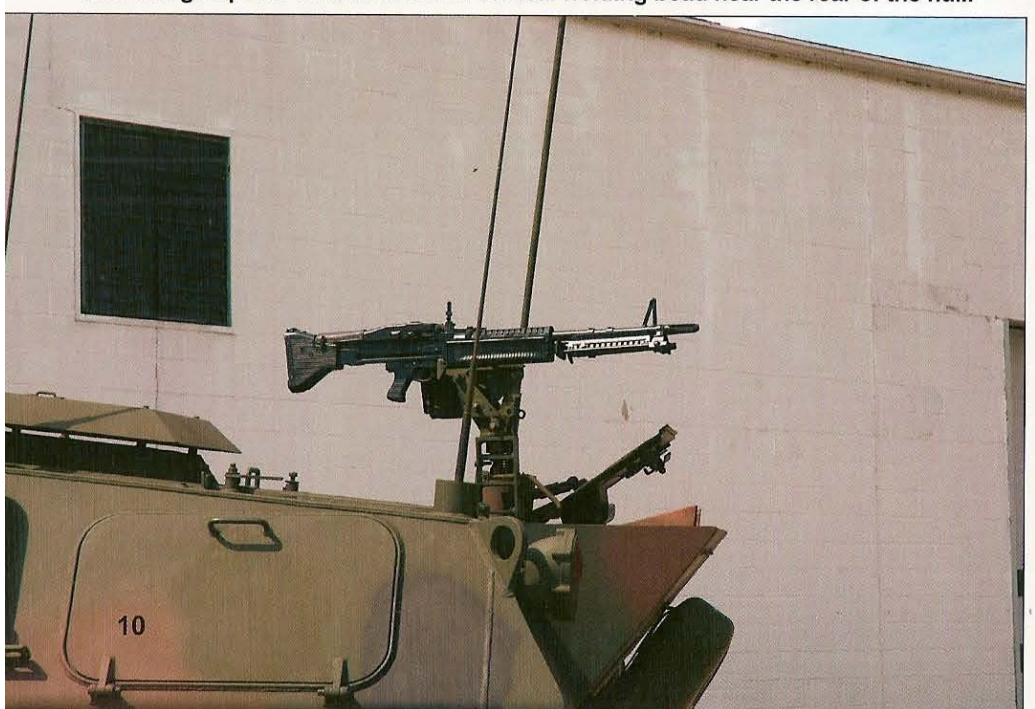


This sprung hinge is attached to the lower left side door, which is closed. Below the hinge is a door stop made from welded steel rod.

The open, lower left side door has two cam handles and a grab bar on the inner side. Note the slight overspray of olive green paint on the crash guard.

From left to right on the XM706E1's rear are an antenna and mount, the Molotov cocktail guard on the radiator hatch, the engine side access door, the rear antennas, and the M60 machine gun pintle mount. Note the vertical welding bead near the rear of the hull.

The engine side access door is attached to each of the two hull-mounted hinge lugs with a hinge pin secured by a cotter pin. This access door was not included on early-production Commandos.



With the additional external machine gun mounts, this Commando would have made a formidable escort vehicle on convoy runs and road patrols.

(Above) The tail lights have a door assembly that six screws fasten to the body assembly. The upper lens encloses a tail light lamp and stop light lamp. Below this lens are rectangular lenses for the blackout drive tail light and bottom, blackout marker tail light.

(Left) This view gives access to the rear of an XM706E1. A plastic gasoline can is stored on the rear of the exhaust shroud. The rear door is buttoned up, but the gun port is open.

(Below) Below the exhaust shroud on the rear of the hull, the pioneer tool rack stores a shovel, axe, mattock handle, and mattock head. On early vehicles, the pioneer tool rack was mounted in the area occupied by the engine side access door on later models such as this one.

The details of the pioneer tool rack's right side and the C-shaped shovel bracket are visible.

Four cap screws and nuts secure the pin-locking type towing pintle to its mounting bracket.

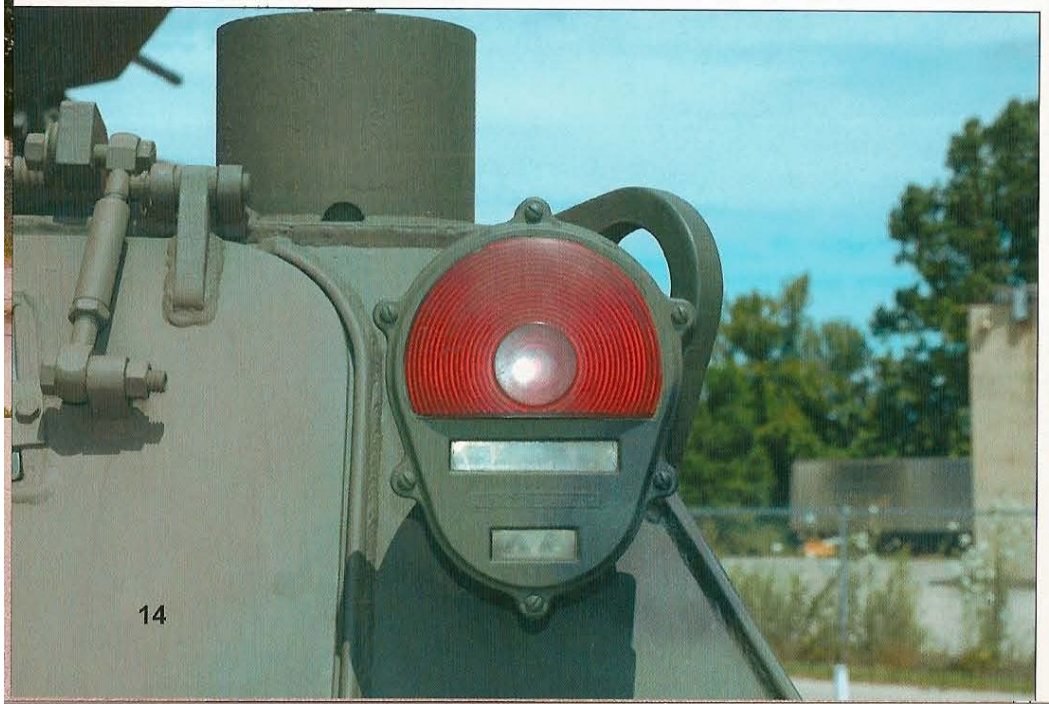
The towing pintle mount is an L-shaped steel plate that is welded to the hull. The hinge spring of the lower rear door is to the top right.

Lifting eyes are incorporated into the upper rear corners of the Commando's hull next to the tail lights. The 1st Cavalry Division markings appear on the hull's right rear in matte black.

The Commando's adjusting links are the cylindrical arms extending from the hinge to the sides of the vision block on the upper rear door. Loosening the locking nuts on the links and screwing the links in exerts less tension on the door spring. Unscrewing the links exerts more tension.

These details are of the lower rear door hinge spring and right rear towing clevis. Below the door is the stop for the lower rear door.

The right rear tail light assembly with an antenna mount and towing eye above it are visible.



This view shows XM706E1 from the right rear. The upper side and rear armor plates are sloped at 30 degrees from vertical. The lower side plates are 20 degrees from vertical, and the lower rear plate is 37 degrees.

The rear and right side doors are buttoned up in this view. To the rear of the door is the radio compartment vision block and gun port. The raised armor cover over the grill in the radiator hatch is visible from this side and angle.

The two-part side doors have a rear-hinged upper door and bottom-hinged lower door. Marked on the hull and to the rear of the front wheel well is *US Army* over the registration number 1306569. A piece of reflective tape is applied above the front wheel well.

The pintle-mounted .50-caliber machine gun atop the turret was useful when the gunner needed to avail himself of maximum, all-around visibility or in situations where bringing a gun onto target rapidly and accurately was necessary. The gun's higher positioning also allowed the gunner to engage targets below the in-turret weapons' minimum depression.

This Commando has wire mesh welded to the front of the headlight brush guards. The headlights reflected on these wire-mesh panels and created glare. So, late in the Commando's production, the mesh panels were eliminated, and the brush guard was modified with a horizontal steel crosspiece across the front.

Captain America was a V-100 Commando operated by the 16th MP Group, 66th MP Battalion. Colorful "nose art" decorated many Commandos in Vietnam, and the 66th's vehicles frequently sported comic book super heroes.

Below each headlight assembly is a directional signal front light. A hex screw secures the side of the light body to an L-shaped bracket on the glacis. Outboard of the headlight assembly and on the right side of the vehicle is the horn.

This view shows the rear of the left headlight assembly and brush guard. To the left of it is a lifting eye.

The left headlight assembly and directional signal are visible. To the rear of these items is the driver's rear-view mirror arm.

This side view shows more details of the left headlight assembly. The left directional signal lamp has been removed to reveal its L-shaped mounting bracket with a screw hole through it, which is between the headlight mount and the brush guard.

Posed on an Armored Vehicle Launch Bridgem thix XM706E1 carries Military Police Markings. Note the Commando Special tires' tread pattern is particularly evident in this view. The raised-contour type driver's and observer's hatches were introduced with serial number 10509, but the single vision block and gun port to the front of the side door narrows this vehicle down to being produced after serial number 10595.

A rubber gasket around the perimeter of the driver's and observer's hatch opening keeps out water.

The Commando's winch port is flanked by cable rollers and is located to the right of the centerline of the lower bow plate and below the winch access door. The winch is hydraulically operated and has a five-ton nominal line pull.

A single cam handle secures the closed winch door. Just visible above the gun port and between the driver's and observer's forward vision blocks is the front vision block of the turret.

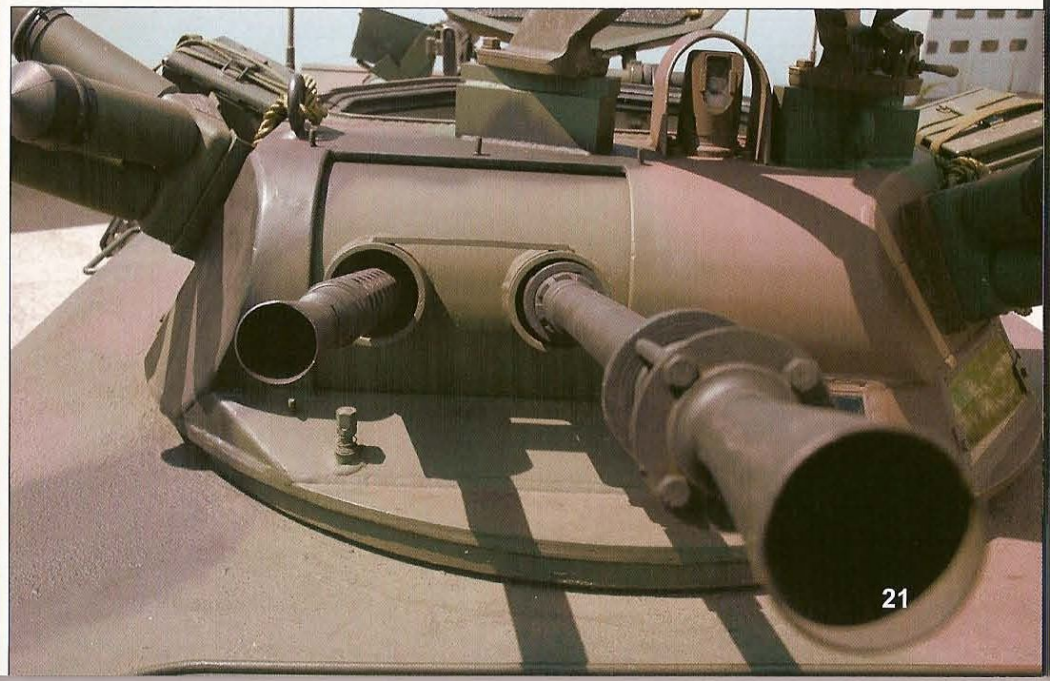
This mid-production XM706E1's armament includes a pintle mount for an M60 machine gun (rear of the roof) and smoke grenade launchers (sides of the turret). (John Adams-Graf)

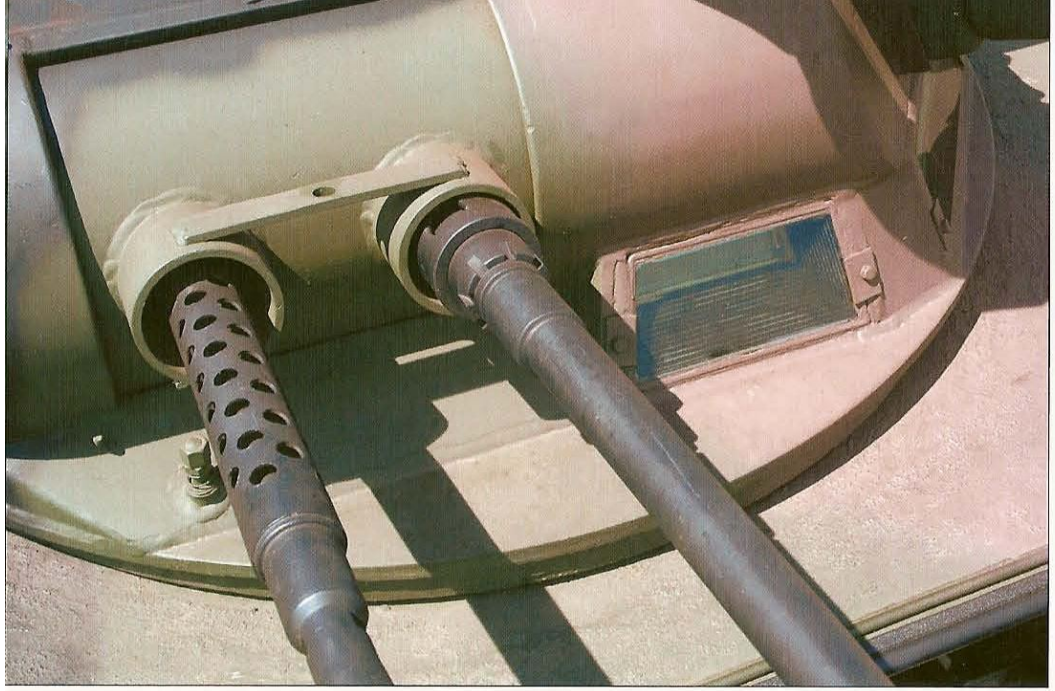
Liberal use is made of crash pads on the interior of the Commando armored car. This one is applied to the inner surface of the observer's hatch. To the rear of the hatch is the hatch hold-down latch, mounted to the roof of the vehicle.

A fuel filler cap is on each side of the front hull, on the deck above the wheel wells. Twisting the cap removes it, and a small chain acts as a retainer. Late-production Commandos replaced this type of filler cap with an armored one.

The turret of this XM706E1 fairly bristles with the in-turret M73 (left of photo) and M2 .50-caliber machine guns, the pintle-mounted .50-caliber, and the smoke-grenade launchers.

These M73 and M2 machine guns are fitted with flash suppressors. The M2 has a bolted-on suppressor. The small post protruding from the base of the turret below the M73 machine gun is part of the cradle-stop mechanism, which limits the gun's depression.



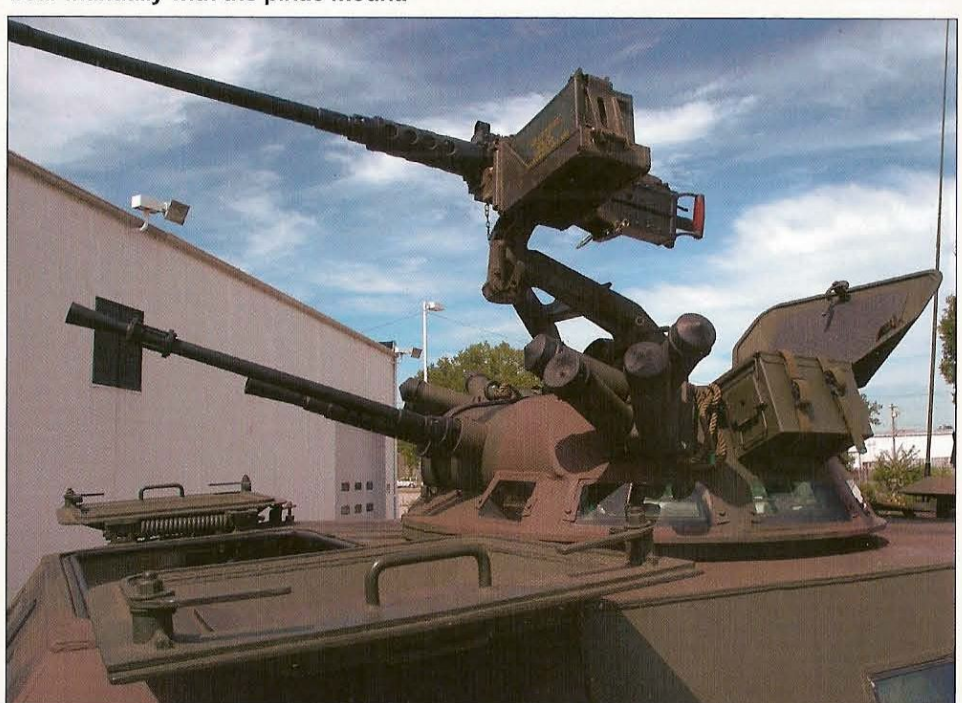


This view details the front of an XM706E1 turret. Note how the flash suppressor of the M73 machine gun is fitted inside the ventilated barrel sleeve.

This view looks at the left side of the turret with the hatch open. A utility rope is wrapped around the smoke grenade discharger mount and strung around the rear of the turret.

Four-tubed smoke grenade dischargers (or launchers) were added during the Commando's final rebuild for the U.S. Army. These launchers laid down a smoke screen to mask the vehicle's movements. Rubber covers fit over the muzzles to keep out dust and foreign objects.

When using the externally-mounted M2 .50-caliber machine gun, the gunner could first rotate the turret using the internal traversing mechanism before bringing the weapon to bear manually with the pintle mount.

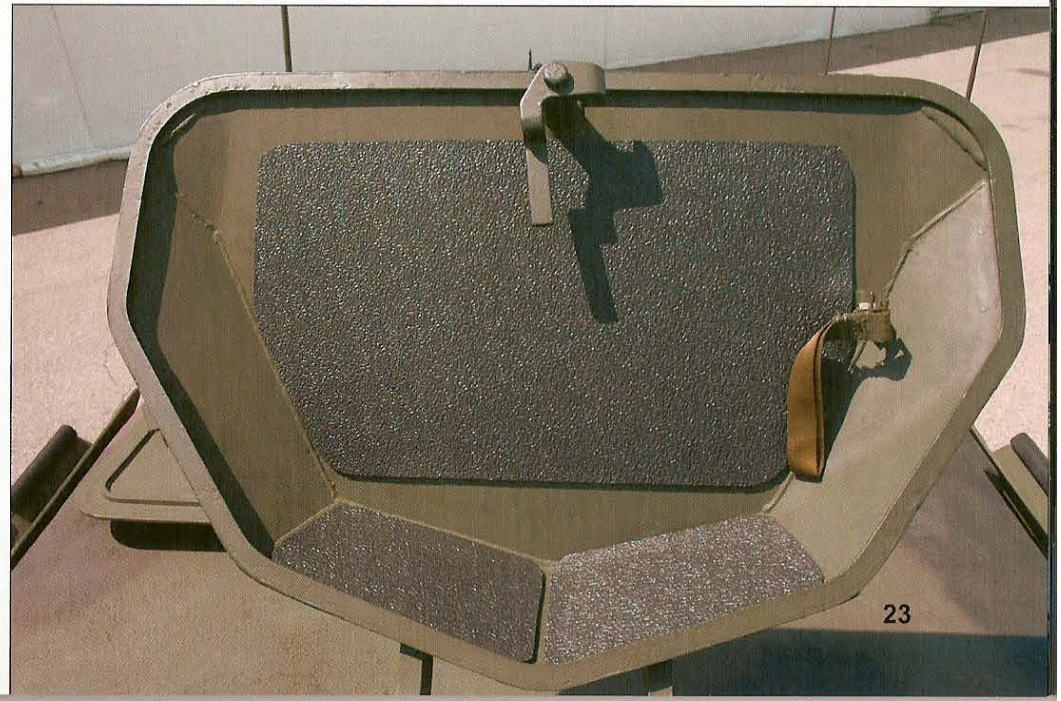


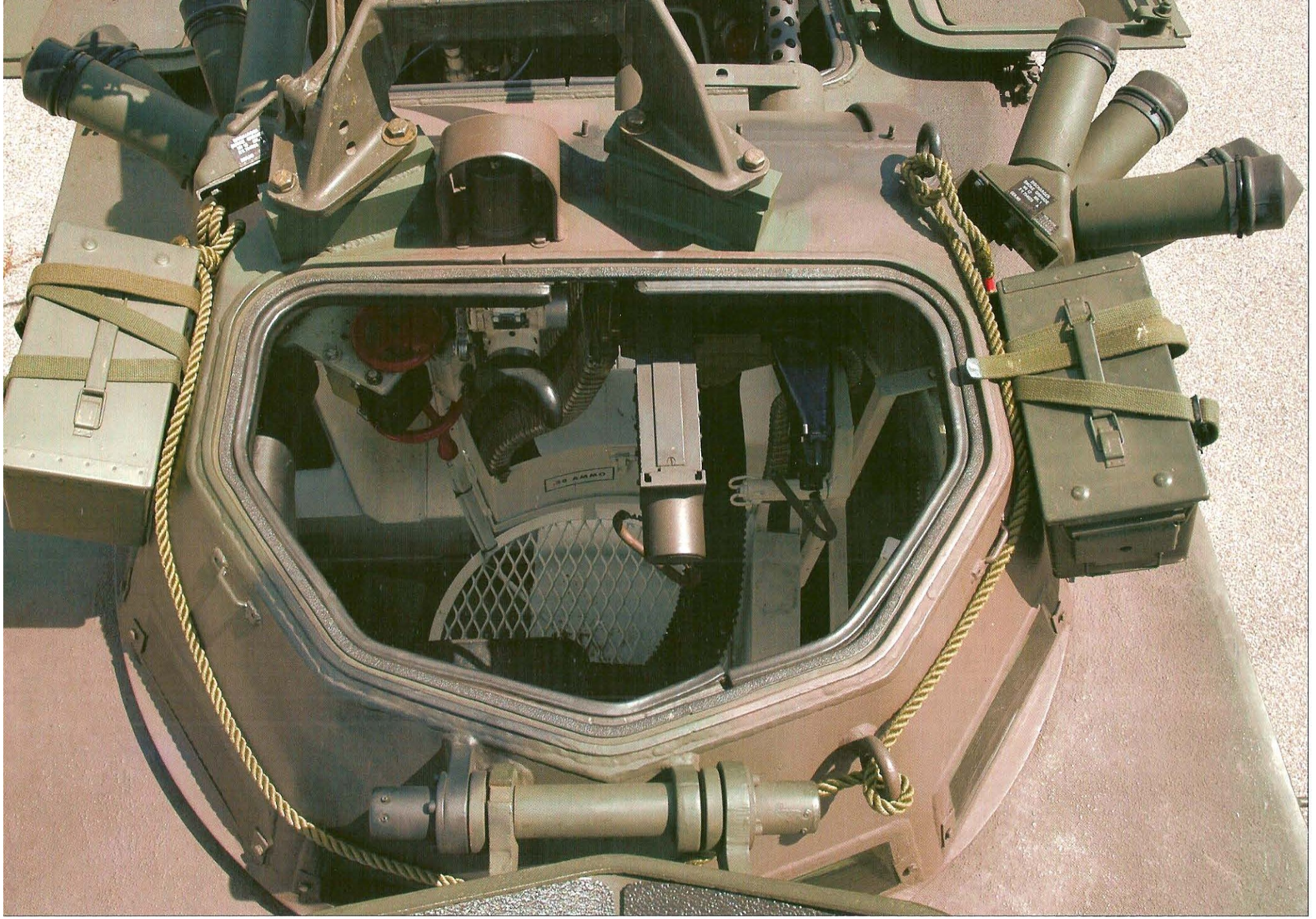
The pintle-mounted M60 on this Commando would allow the crew to deal with threats from two directions at once. Note the engine exhaust hoods on the exhaust grill to the far left.

This rear view looks at a Commando turret from the left side of the hull. The hatch has a torsion spring-loaded hinge that holds the hatch open if the hatch lock is not engaged. The three-position hatch lock holds the hatch open at angles of 15, 90, or 135 degrees.

The top plate of this Commando has a rough, nonskid surface. Such surfaces were a part of the final rebuild program.

The turret hatch is a multifaceted assembly of welded plates. The interior of this example has three crash pads and a pull-strap.





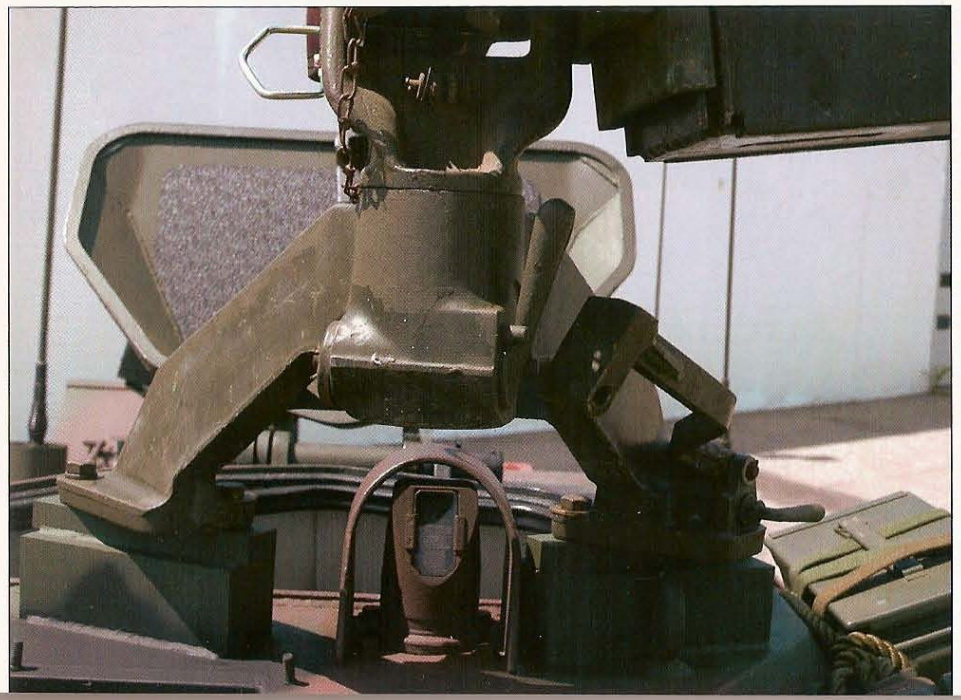
Looking into the open turret hatch from the rear reveals the receiver of the M2 machine gun. The pintle mount is bolted to block-type mounts welded to the turret roof. Note the footman loops to the sides of the hatch and the rear lifting eye to the right of the hatch hinge.

The data plate for the *Discharger/Smoke Grenade/No. 12 Mk. 1/754925* and the smaller modification record plate are affixed to the mounting casting of the smoke launcher.

Looking from the XM706E1's rear roof, an external mount for an M2 .50-caliber machine gun attaches to the turret's front. The gunner's periscope is between the mount's legs. Inside the open hatch are the receivers of the turret's M2 .50-caliber and M37 .30-caliber machine guns.

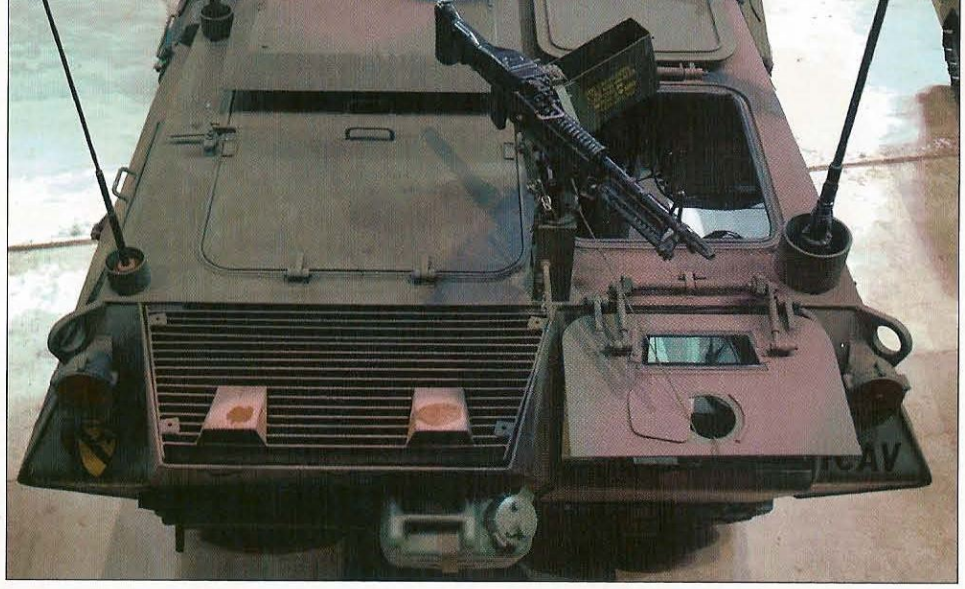
Viewed from the front of the turret, the gunner's M28C periscope is protected by a U-shaped brush guard. The periscope is a monocular sight of 1.5 power and a 48-degree field of view. The periscope's prism is mechanically linked to the elevation of the guns.

This receiver is for the turret-top-mounted M2 .50-caliber machine gun. The ammunition box is to the far side of the receiver.



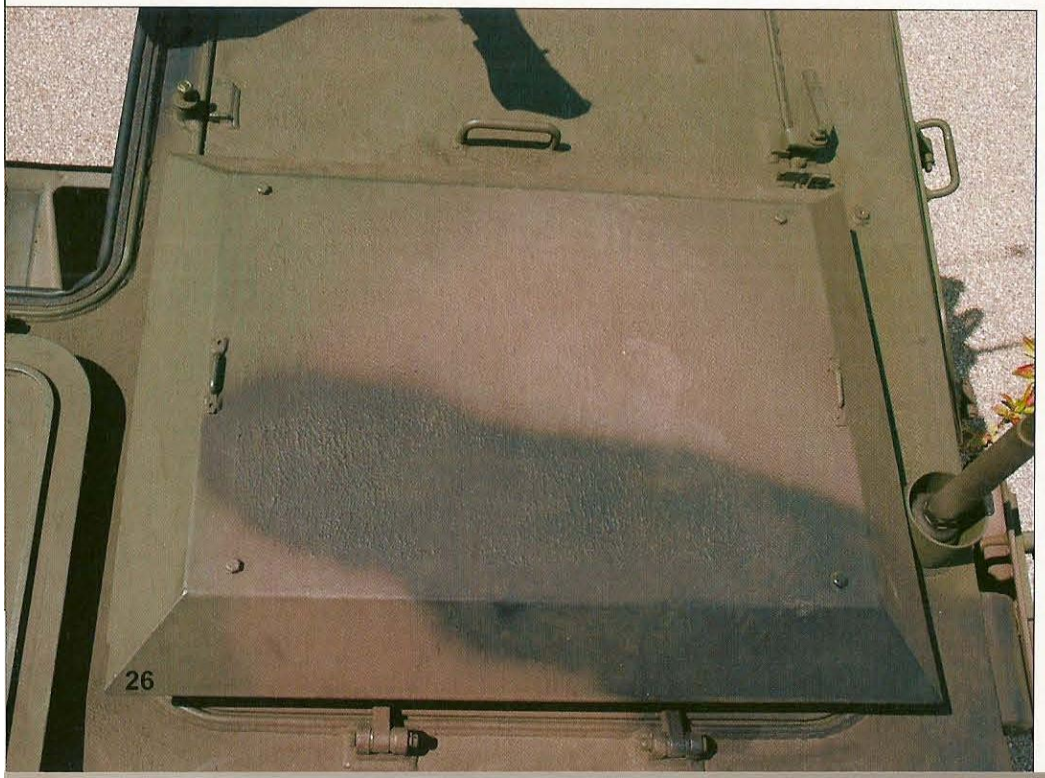
After serial number 10457, Commandos received a steel-plate shield over the grill of the front engine compartment hatch to protect the engine from Molotov cocktails. This view is to the rear with the rear roof hatch and roof-mounted M60 machine gun to the left.

The Commando has fore and aft engine compartment hatches that open away from each other. They are secured closed with cam handles. Note the footman loops on either side of the steel grill cover.



Protruding from the rear of the Commando at left is a shroud supporting the engine exhaust grill with two steel hoods over the exhaust outlets. The twin, stainless steel mufflers are below the grill. To the right is the opened upper half of the rear door and opened hatch to the radio compartment.

The mufflers are visible below the muffler grill. Note the rust and heat discoloration on the hoods over the exhaust outlets.

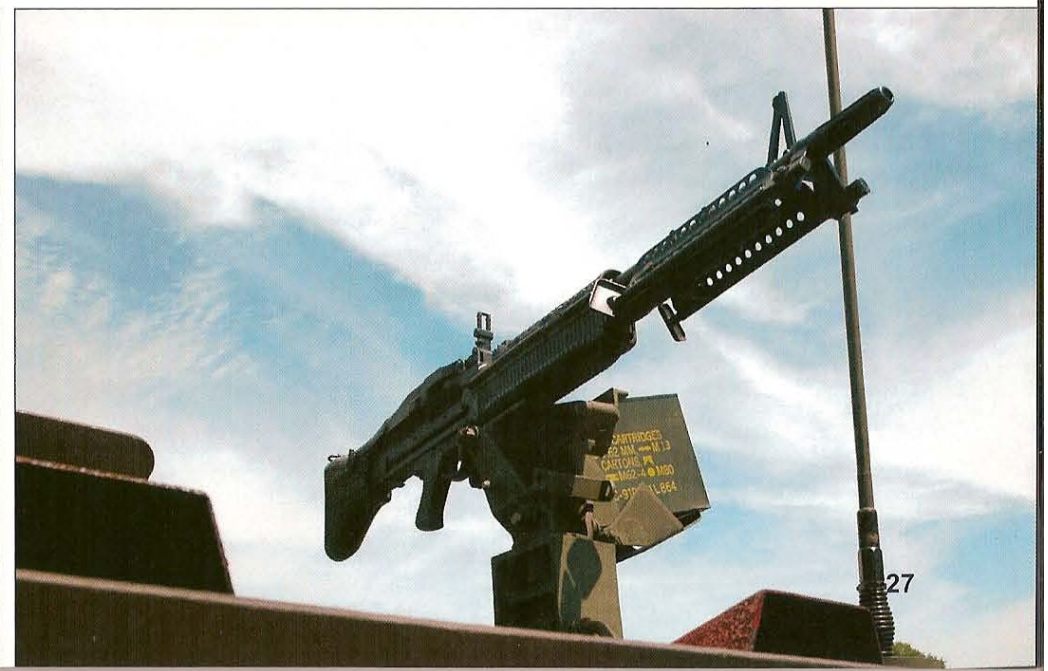


Some Commandos were modified with M60 machine gun mounts on the rear of the roof and were accessible from the opened rear roof hatch. The gun port on the upper half of the rear door is partially open. The port could accommodate most small arms in use at the time the vehicle was developed.

The vision blocks of the Commando, such as the one in the upper part of the rear door, are interchangeable. They have ballistic characteristics similar to armor and include acrylic plastic spall shields on the inner surface of the glass.

A 200-round, 7.62mm ammunition box is installed in the ammunition tray of the M60. Note the hinged construction of the tray, to accommodate belt ammunition or an ammunition box when the hinged section is pushed out.

The M60 machine gun includes a folded bipod. The cradle is mounted on a box-shaped pintle mount welded to the hull. The mount appears to be a modification of the removable, hinged-type pintle mount used on the XM706E2. The bent rod with the retainer chain of the mount secures the pintle in place.



The Commando's rear door has a spring lift-assist mechanism for easy opening. Note the radio antenna mount and the tail light assembly at the right rear corner of the vehicle.

The rear roof hatch has a cam handle to latch it shut and a grab handle on the inner side. A small roof-mounted latch secures the hatch when open. A spring-loaded hinge helps close the heavy hatch. The hinge pin passes through the hatch spring, and cotter pins secure its ends.

This view into the rear roof hatch reveals the rear seat, to the rear of the wheel well. Crash pads are strategically attached to the walls of the compartment, and a rubber gasket lines the edges of the hatch opening, to seal out the elements and to protect the crewman's torso when he is riding with his upper body outside of the hatch.

The rear roof hatch from the front, with the protective plate over the engine grill to the right. To the side of the vehicle is the opened upper right side door.

Viewed from the front is the left front suspension. To the upper left is the spring mount, and a towing shackle is to the right of the mount. The two tubular mechanisms between the towing shackle and the wheel are the power cylinder ball end (top) and the drag link ball end (below).

The front right springs are semi-elliptic and multi-leaf. Note the heavy-duty spring clip.

The front axle and differential as viewed from the front left corner of a Commando. The axles are modified M34 truck axles with locking differentials. The front axle is pressurized, and both axles are resistant to water incursion.

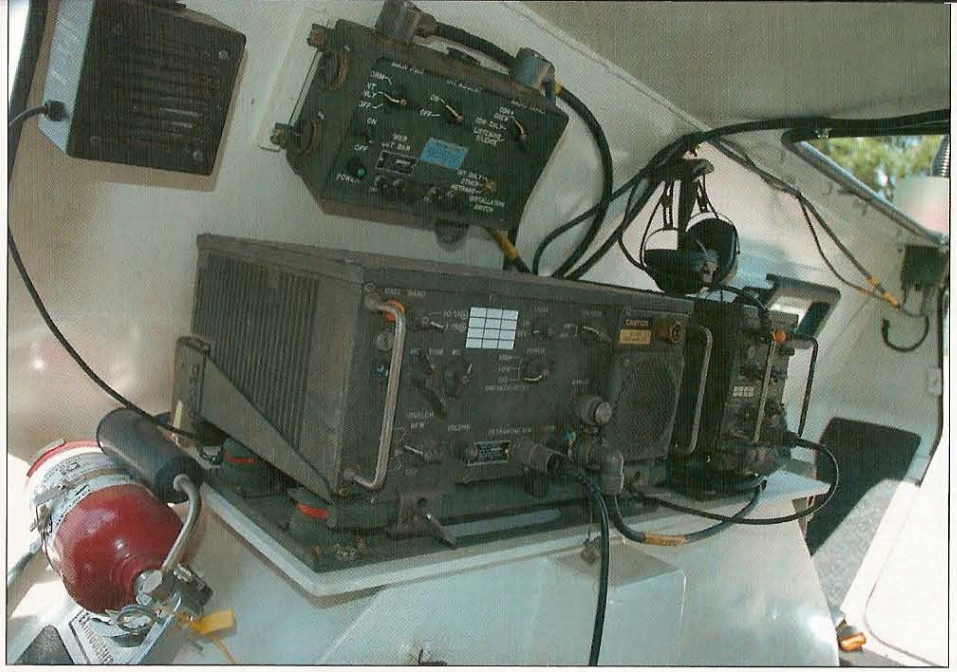
The rear shock absorbers are set into a recess in the wheel well. Visible above the tire is the top of the shock absorber where it is mounted to the hull.

With the rear door open, the rear seat and the RT-524 radio set, above the right wheel well, are visible. The radio monitor is on the rear of the wheel well, and two hand grenade boxes are on the side of the wheel well. The rear-hull vision block is mounted to side brackets.

The upper right in the rear compartment houses the radio antenna mount's internal base with wiring and connectors. Below it is the right rear gun port made of two armor pieces, one inside, one outside, with a pivot connection. A locking knob secures them open or closed.

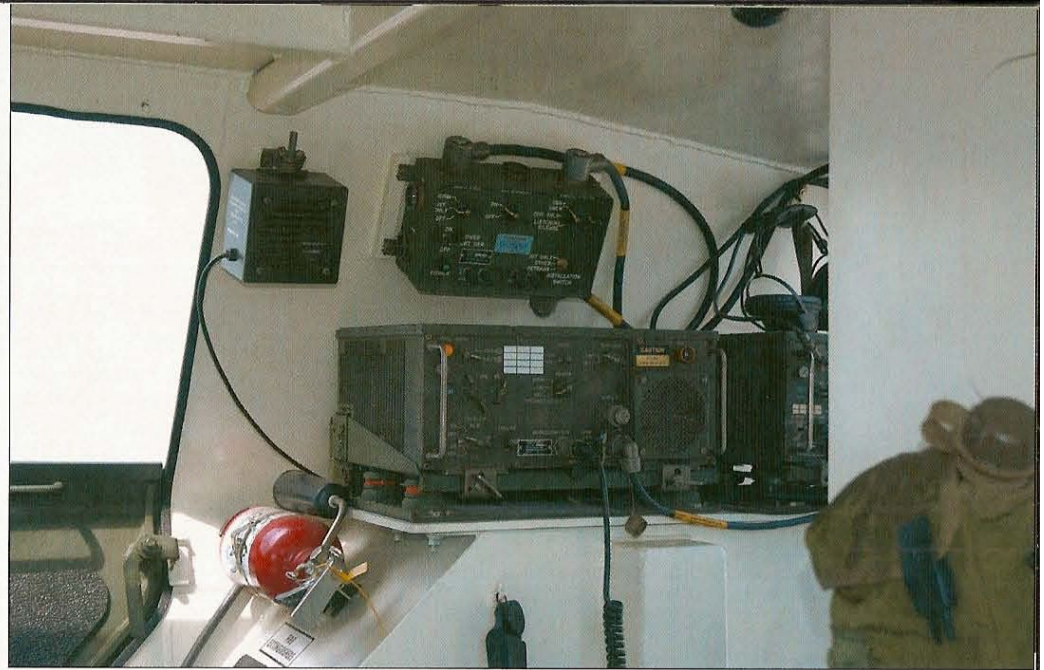
The opened lower rear door panel shows the cam-type latches, grab bar, and crash pad. To the left of the door is the towing pintle.

Crash pads enclose the rear seat on three sides, one of which is on the rear panel of the hull, but that side is not visible in this photo. Pins and brackets secure the two-part seat belts to the wheel well and the side wall of the hull. The grenade boxes are bolted to lugs on the wheel well.



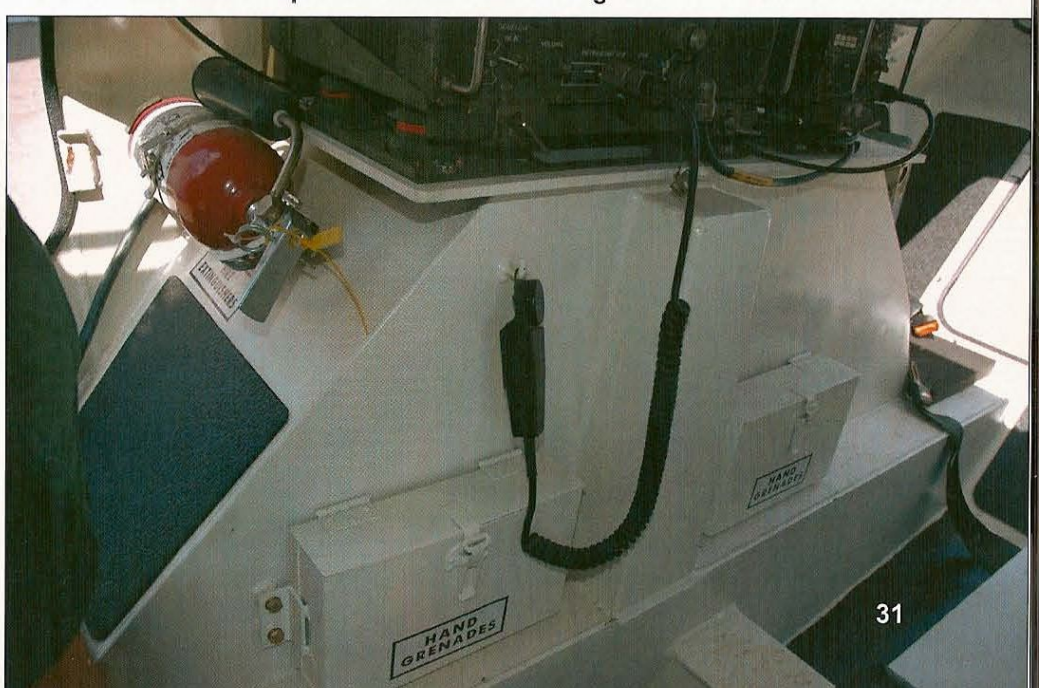
This space is for the radio compartment. A bracket holds a Freon manual/portable fire extinguisher on the front of the right rear wheel well. Below is a *FIRE EXTINGUISHER* sign.

The Commando could accommodate several types of vehicular radios, including the AN/GRC and AN/VRC series. The set is secured to shock-buffered mountings. Two electrical outlets to power the radio are on the hull wall behind the radio. To the far left of the photo is part of the turret basket and ammunition box. Headphones are stored above the radio.



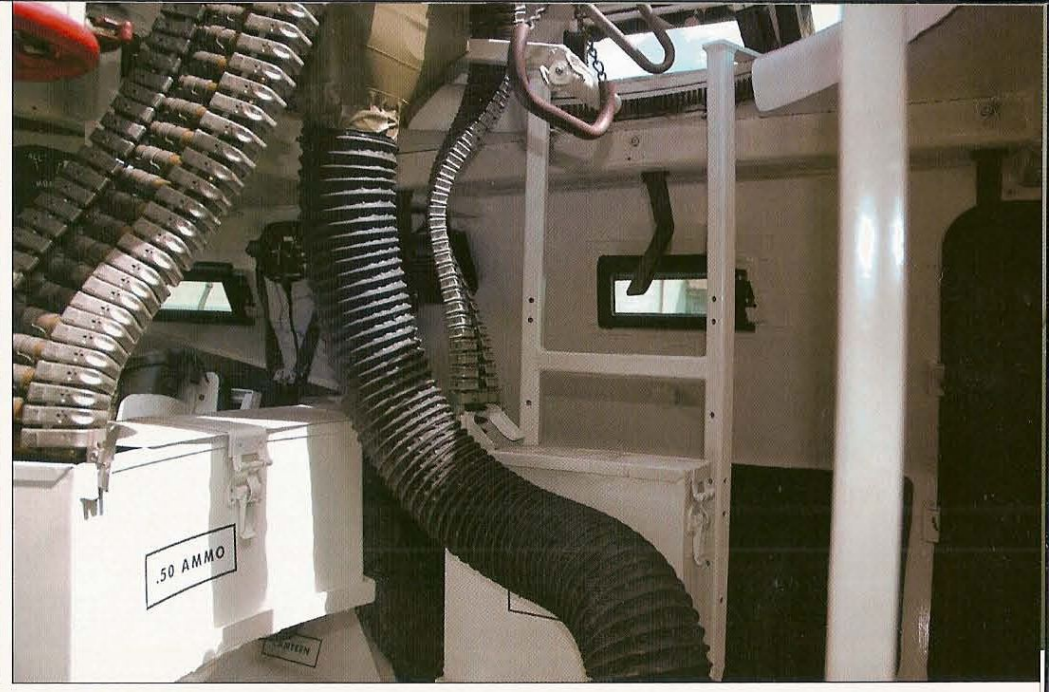
In the foreground, a canteen hangs from a hook on the engine compartment's front bulkhead. The radio is in the background, and to the left of it is the open upper right side door with the lower door shut. Next to the doorwar is an LS-166 loudspeaker. Note how the roof framing is tack welded to the roof plate.

A radio handset with coiled cord is stored on a hook on the right wheel well. Notice the tunnel in the floor that wraps over the rear axle housing.



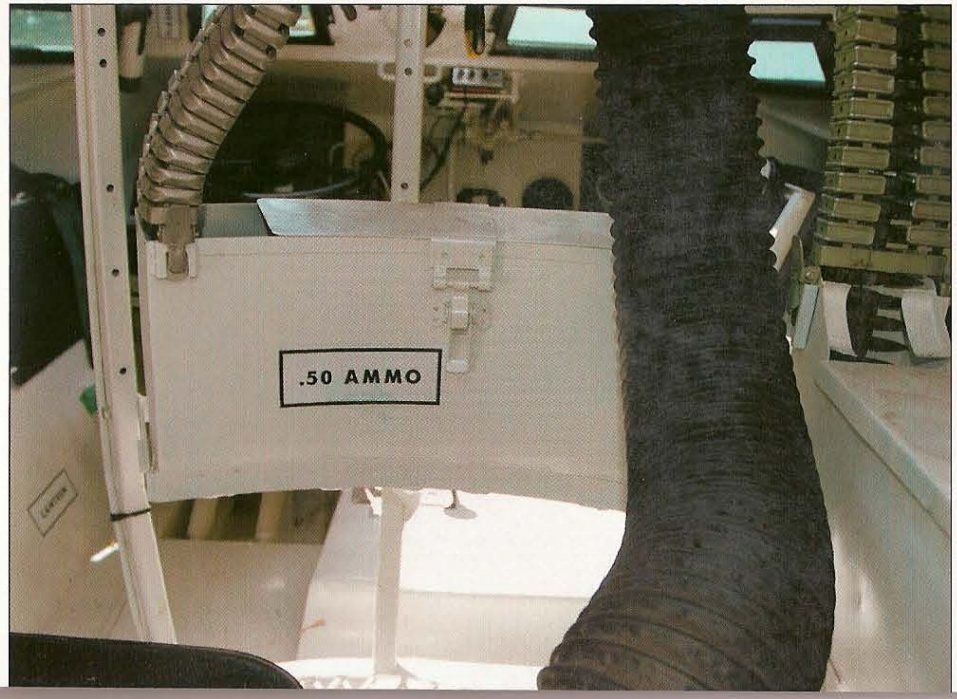
From the left side door, the turret basket is visible. The .50-caliber ammunition box (left of the basket) and the 7.62mm ammunition storage for an M73 machine gun (right of the basket) also are visible. Ammunition feed chutes lead from each box up to their respective machine guns. The large, black flex hose is a collector chute for expended casings and clips. The red hand wheel is the lower of two traversing wheels on the traverse gear box. To the left of the photo is the driver's seat and controls.

From the right side door, the turret basket is visible. The gunner's seat, adjustable in height, is attached to the pillar to the left. The spent-casing chute empties into a box on the basket's floor. To the right of the gunner's seat is the 7.62mm ammunition box and feed chute.

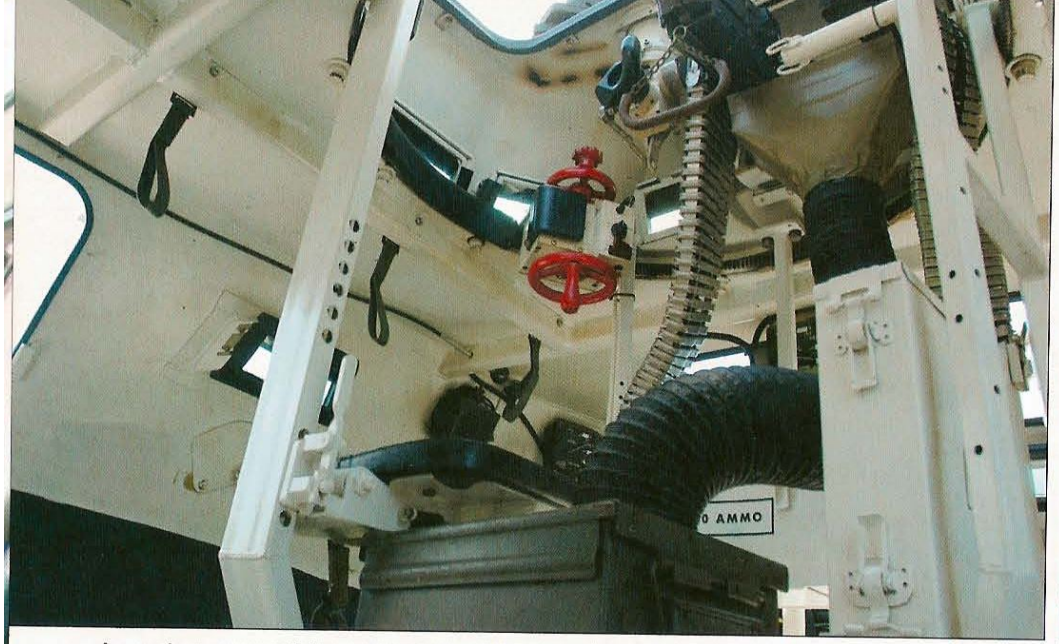


Note the details of the ammunition boxes, feed chutes, spent-casing chute, and turret basket pillars. The bent tubular objects attached to chains at the top center are hand-pulls for charging the machine guns.

The .50-caliber ammunition box and feed chute are in front of the gunner's seat. The box holds 200 rounds of .50-caliber, and the 7.62mm ammunition box holds 500 rounds.



The latching lever adjusts the gunner's seat height. The seat is spring-loaded and normally is folded up when not in use.

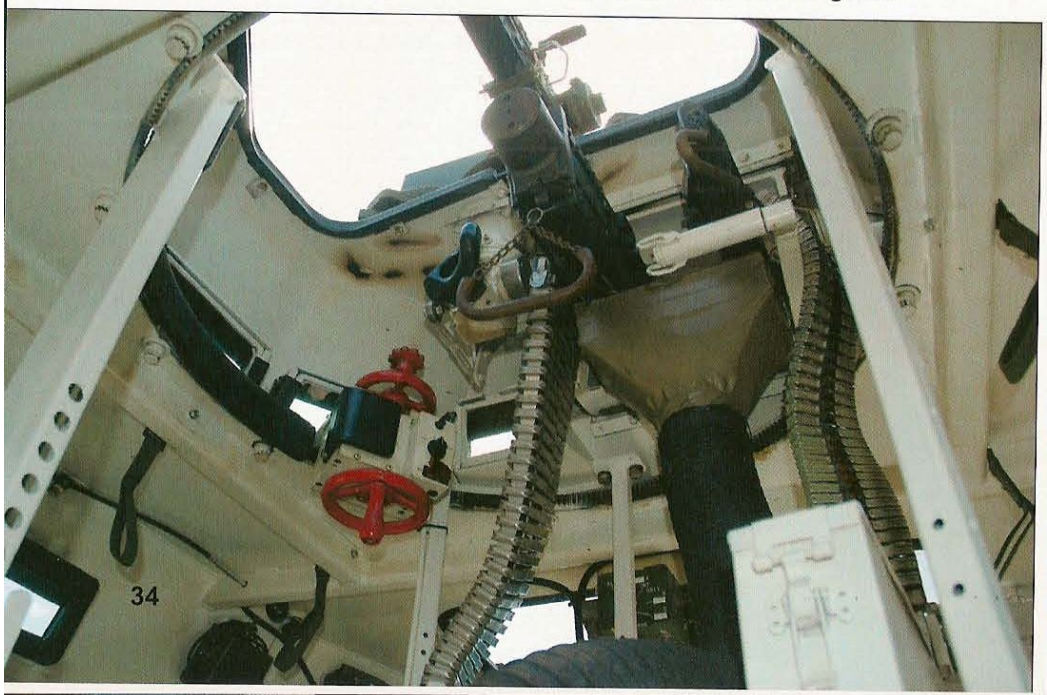


In a view upward from the rear of the turret basket with the seat cushion removed from the gunner's seat bracket, the undersides of the .50-caliber (left) and 7.62mm (right) machine guns and the top of the spent-cartridge chute are visible. Note the grab-straps for crewmen on the hull ceiling.

The gunner rotates the Commando's turret manually with a handwheel on the gear box that is engaged to a turret ring gear-bolted to the vehicle's roof. The turret is traversable to 360 degrees, and each handwheel turn rotates the turret 10.75 degrees.

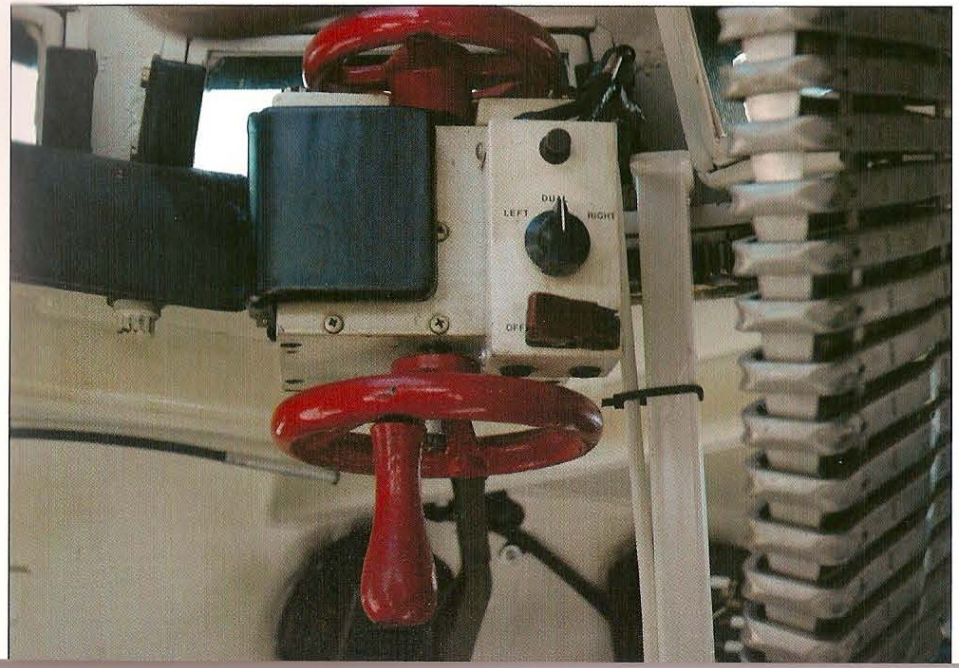
Early Commandos (XM706s) had only a lower handwheel for the traverse gear box. Beginning with serial number 10619, an upper handwheel was introduced to facilitate traversing the turret when the gunner was standing in the open hatch. The periscope sight is above and to the right of the upper handwheel. The white grip to the right is the handle the gunner used to manually elevate or depress the machine guns.

The receiver and left-hand ammunition feed of the M2 .50-caliber machine gun are visible. The cushioned eyepiece of the periscope is to the upper left.



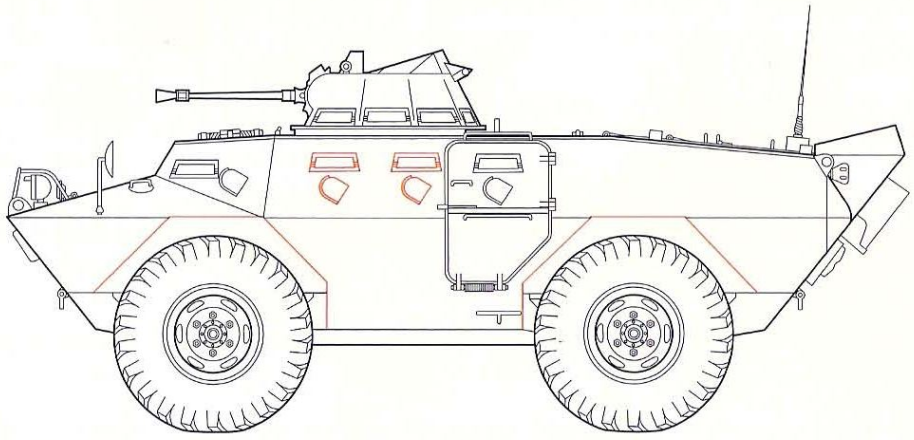
The M28C periscope fits into an M104A2 periscope mount. To the traverse gear box's right is the control box for selecting the combination of machine guns to be employed when firing them electrically. The red knob on top of the traverse handwheel is a traverse friction brake.

A crash pad wraps around the corner of the traverse gearbox. On the right side of the gear box is the gun control box, with, from top to bottom, a power indicator, gun selector switch, and power switch. Note the crash pads around the turret ring and next to the vision blocks, of which there are eight in the Commando-series production turrets.



Twelve retaining bolts and flat washers, two sets of which are seen on the ceiling of the turret, secure the turret ring gear assembly to the roof of the hull. The two wire loops welded to the end of the gun handle tube are characteristic of the gun mount of the XM706E1. Earlier models lacked the loops.

The first 75 vehicles had angular wheel well cutouts and two side-mounted visors and gun ports forward of the hull side doors. These vehicles also lacked the engine side access doors.

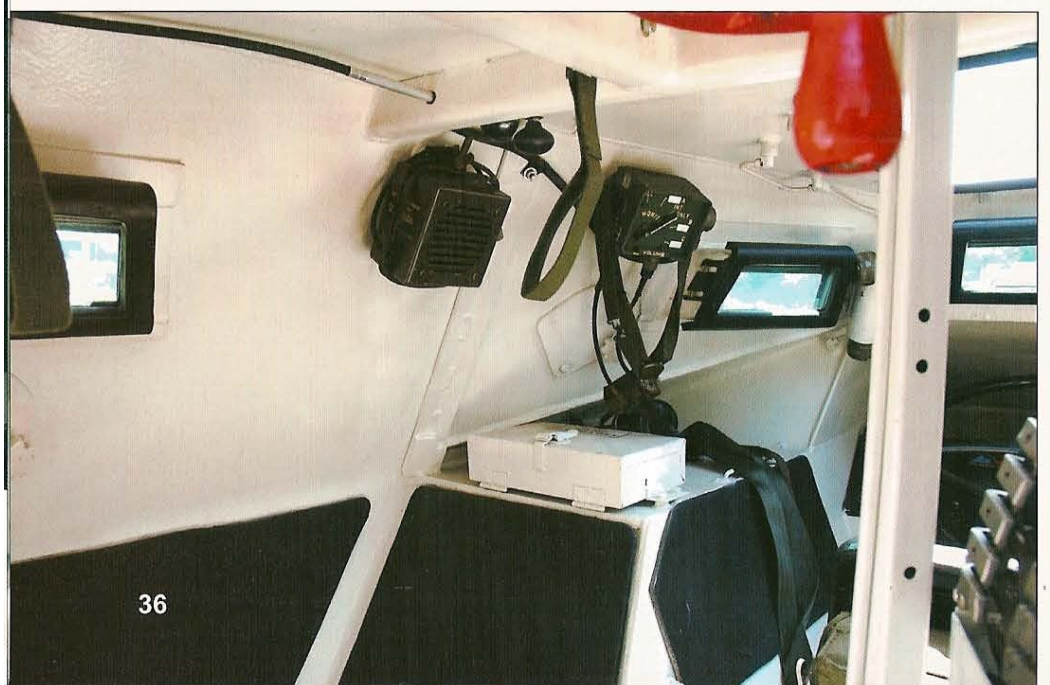


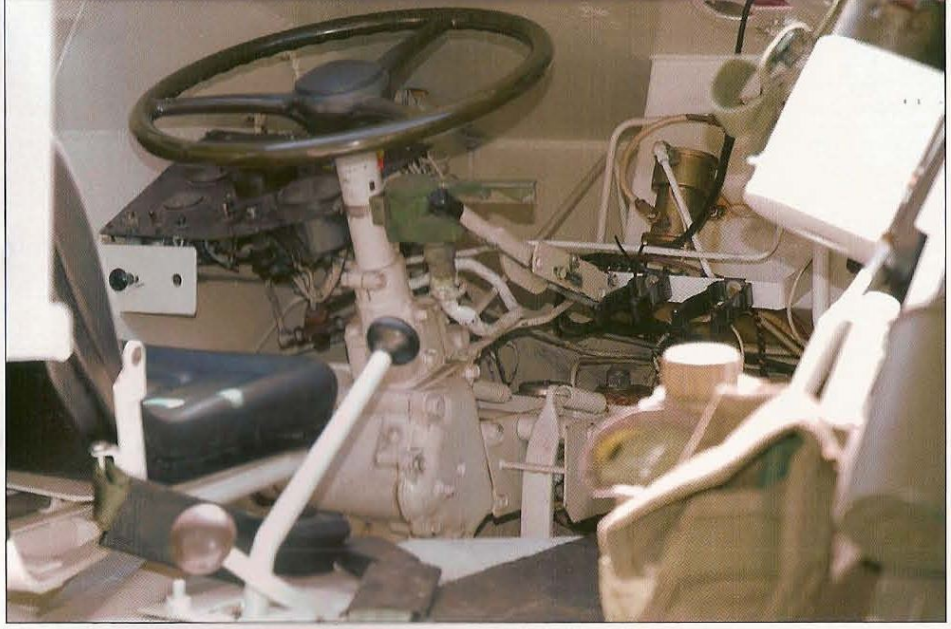
This look toward the driver's seat is from the crew compartment, to the left of the turret basket. Note the closed gun port at the upper left, the opened hatches over the driver's and observer's positions, and the driver's and observer's vision blocks.

From the turret basket, a detailed look at the center area of the left side of the crew compartment is possible. The red object at the top right is the lower traverse handwheel.

The driver's compartment's left corner has the radio/intercom loudspeaker (top left) and monitor control over the hand grenade box on the hull wall. Below that is a gun port.

The folded up observer's seat to the far right has a binocular case attached and folds against the folded seat bottom. The transmission lever is right of the driver's seat, and the transfer lever is right of the transmission lever. A flashlight is stored between the driver's front and side vision blocks.





The two 40-gallon fuel tanks are built integrally into the front corners of the hull. The fuel lines run across the front of the driver's/observer's compartment. The fuel filter and the electric fuel pump are mounted on the winch housing, to the upper right. Between the fuel filter and pump and the steering wheel is the horizontal parking brake lever. To the front and left of the steering column is the driver's instrument panel.

The observer's seat, which is stored here, has two height asjustments. When the observer is seated in the buttoned-up vehicle, a two-part seat pad on the tunnel is provided for him to sit on. Immediately below the radio control box at the top center of the photo is the winch control lever. The back of the winch motor, when installed, protruded through the hole to the lower right of the winch housing. A fire extinguisher is to the right of it.

The nomenclature plate is on the center tunnel cover to the right of the driver's seat. The plate identifies the vehicle as an XM706, serial number 10631. Partially blocking the view of the plate is the transfer case lever. The smaller plate records that the vehicle was overhauled in January 1975.

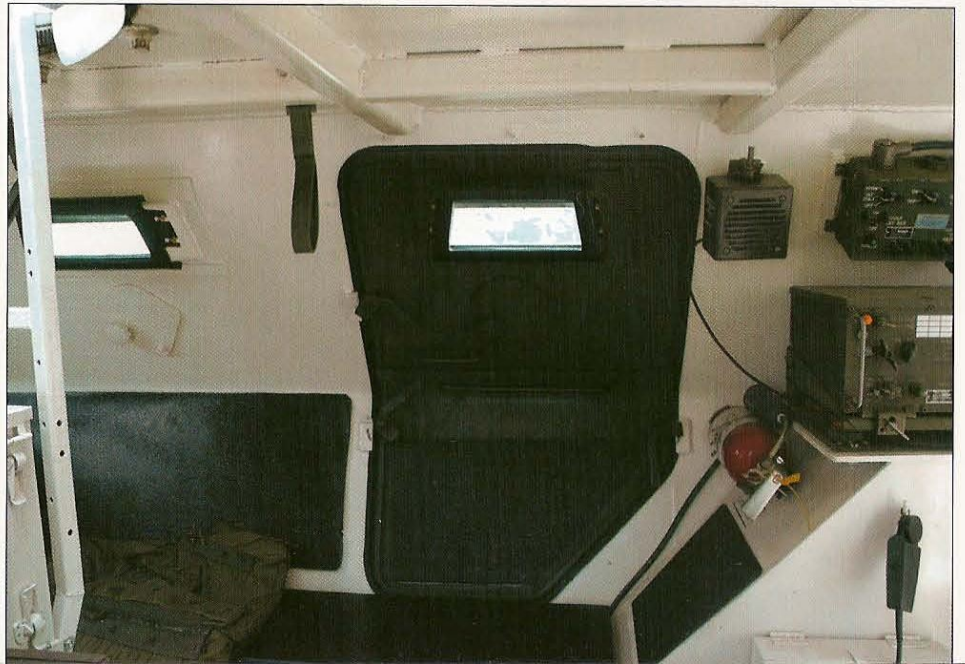
This view gives details of the observer's folded seat. The binoculars holder, bolted to the rear of the seat back, was an add-on feature not found in all Commandos. A webbing strap holds the binocular case in the holder. A hand grenade box is on top of the wheel well. A PRC-77, a man-portable radio, is stowed at the lower right.

Over the right wheel well, from left to right, are a radio monitor control box, decontaminating apparatus, and loudspeaker. Below the monitor control box is a gun port.

Looking from the right rear passenger's seat, the XM706E1's rear interior is visible. To the right of the photo's center are the engine compartment's front and side bulkheads. The auxiliary power receptacle projects from the bottom side bulkhead. Inset in the front bulkead is a vent door. When it is open and the engine is running, the engine fan draws cooling air for the radiator from inside the vehicle and ventilates the crew compartment.

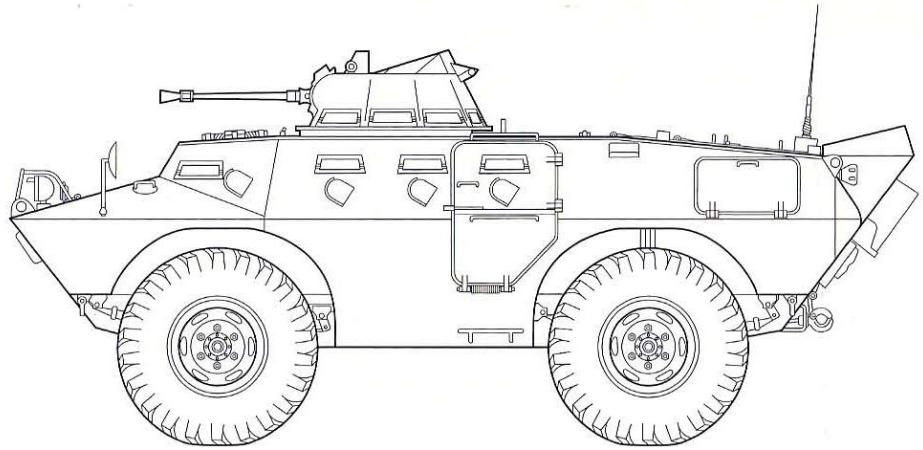
On both sides of the crew compartment and behind the front wheel wells of the XM706 and XM706E1 are seats for three passengers. Each row includes three sets of seat belts, and the seats are hinged to the hull. The right-side seats are to the lower right. A flak vest is lying on the seat. The turret basket is to the left of these seats.

The right passenger seats are seen from the rear of the turret basket with the right side door positioned adjacent to the rear seat. The radio transmitter/receiver is to the right. Note the vision block and the gun port to the left.



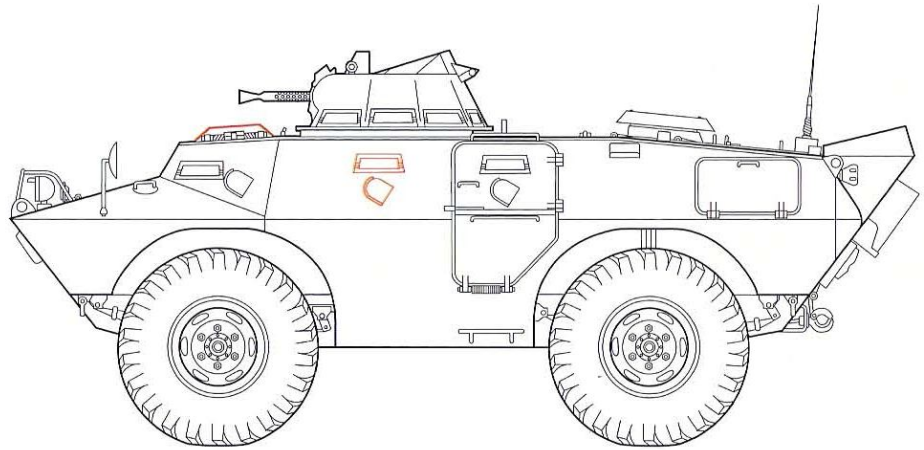
The protrusion in the front of the engine compartment bulkhead is the transmission and transfer case cover. Labeled storage points for canteens, an M16, and a first aid kit are provided in this area. To the right of the photo is the left side door.

A fixed, five-pound carbon dioxide fire extinguisher with an outlet in the engine compartment is stored in a recess in the corner between the left hull wall and the front engine compartment bulkhead.



From serial number 10076 to 10457, this illustration represents the appearance of the XM706.

Raised hatches over the driver's and commander's heads appeared with serial number 10509. With serial number 10596, one vision block and one firing port was eliminated from each side of the vehicle, and this illustration shows the end result of these changes.



The XM706E2 is basically an XM706/XM706E1, but with an open-topped parapet installed on the roof instead of a machine-gun turret. The XM706E2 primarily saw use with the U.S. Air Force as an airbase-defense and patrol vehicle.

This XM706E2 exhibits rounded wheel wells, an engine side access door, a two-piece side door, and a single vision block and gun port on the hull adjacent and to the front of the side door—all characteristics of mid-production Commandos.

The upper side door swings to the rear when open, and the lower side door folds down.

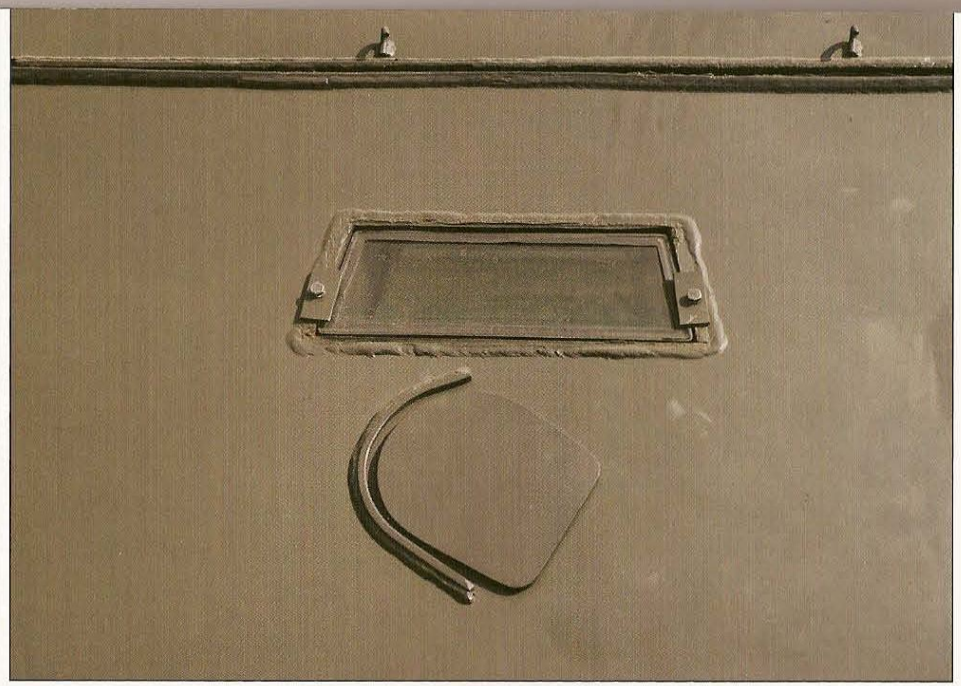
This shot shows a side view of the left headlight assembly and headlight guard. The wedge-shaped mount for the headlight comprises welded parts. In the foreground is the left front lifting eye, which is welded to the glacis.

A screw, nut, and two flat washers attach the driver's rear-view mirror arm to the bracket on the hull. At the top of the same panel as the mirror bracket is the fuel filler cover, a flat cap with a handle.

A single screw attaches the swiveling mirror to the arm. Note the retainer chain for the fuel filler cover and the lug above the cover to which the chain is usually attached.

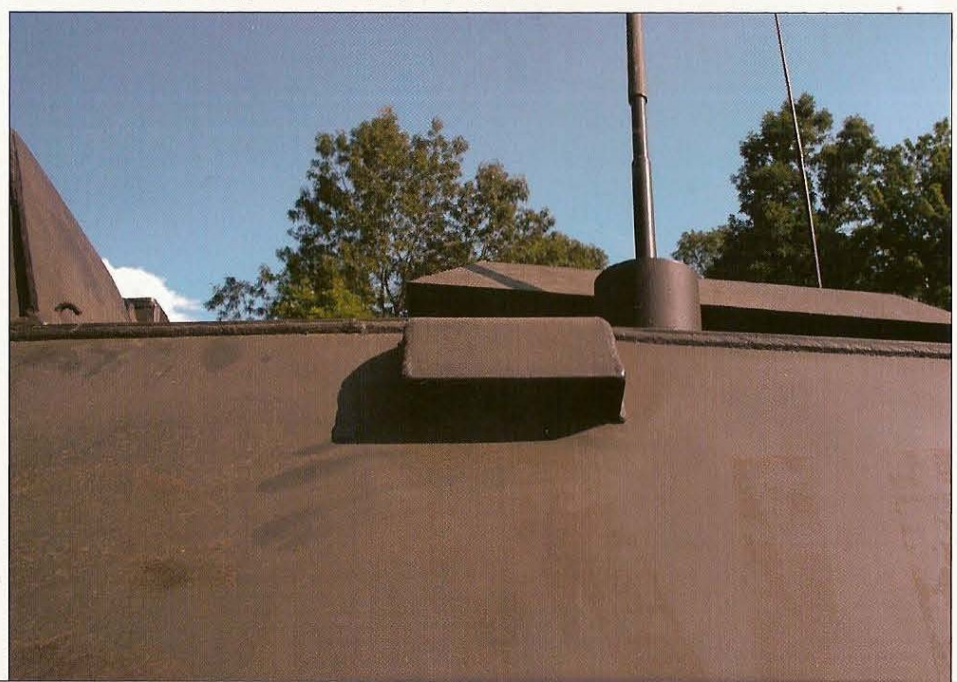
The raised-profile hatch for the driver and observer were introduced to Commandos starting with serial number 10509. Below the driver's and observer's hatch is the driver's side vision block and gun port.

Inside the parapet and atop the hull is the open bifolding door. When closed, the door forms a roof over the crew compartment. When open, the doors are vertical and form an inner *wall* to the parapet.



This view details the exterior of a hull vision block. Its cap screws and flat washers help keep the outer surface of the block flush with the hull. A gun port is below the vision block.

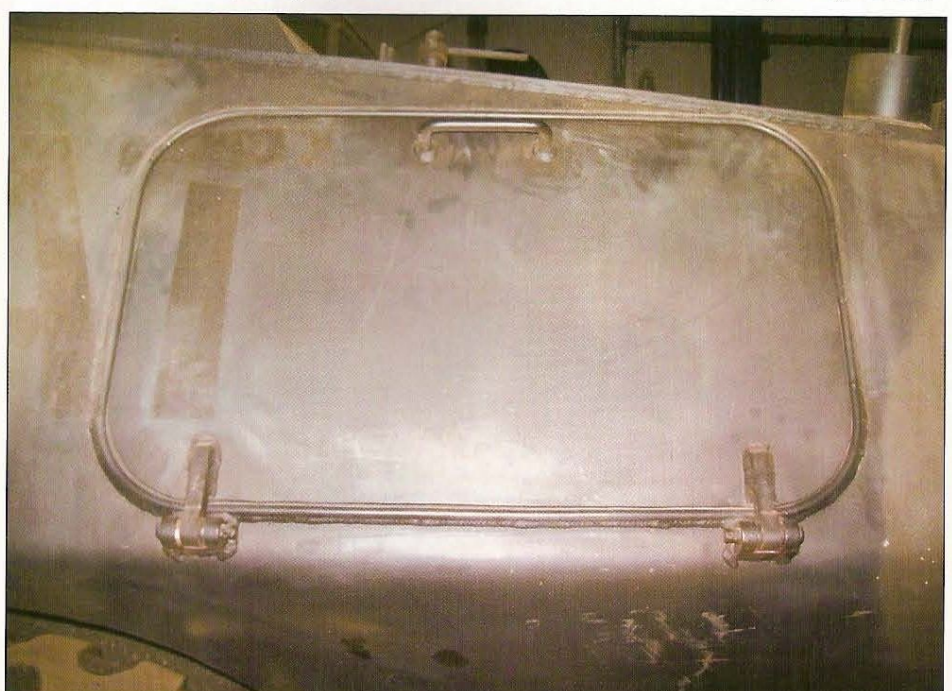
The Commando armored car is designed with two electrically powered bilge pumps toward the rear of the vehicle that expel water taken on during fording operations. This rectangular housing on the upper side of the hull and to the rear of the left side door is the discharge opening for the bilge pump system.



The open upper left side door shows the cam handle, grab handle, gun port's inner side (the clamping knob is missing from this example), and the vision port. Surrounding the vision port is a crash pad, which also retains the acrylic plastic spall shield and vision block.

In this view of the upper left side door, the crash pad assembly goes around the inner face of the vision block. Tabs with cutouts on the side of the crash pad assembly are fastened with cap screws to brackets on either side of the vision block.

The engine access door is rear of the left upper side door is. Note the raised spall shield welded around the opening's perimeter and the door that fits within it. (Jeff Symanski)



When the lower side doors are opened, they rest against a doorstop that was fabricated from welded iron rods.

Visible above the side engine access door is the raised anti-Molotov cocktail shield over the grill. Protruding from the rear of the the hull at the right of the picture is the exhaust shroud. It houses the mufflers and is topped with a grill.

This view shows the rear of an XM706E2. This Commando model was 85.8 inches high to the top of the parapet or 10.2 inches shorter than the overall height of the turret-equipped XM706/XM706E2/M706 armored cars.

A pioneer tool rack is below the exhaust shroud. Four lugs can mount a fuel can holder.

Four hexagonal cap screws attach the towing pintle to an L-profile bracket at the center of the hull rear. The pintle's lock and hook have cast part numbers.

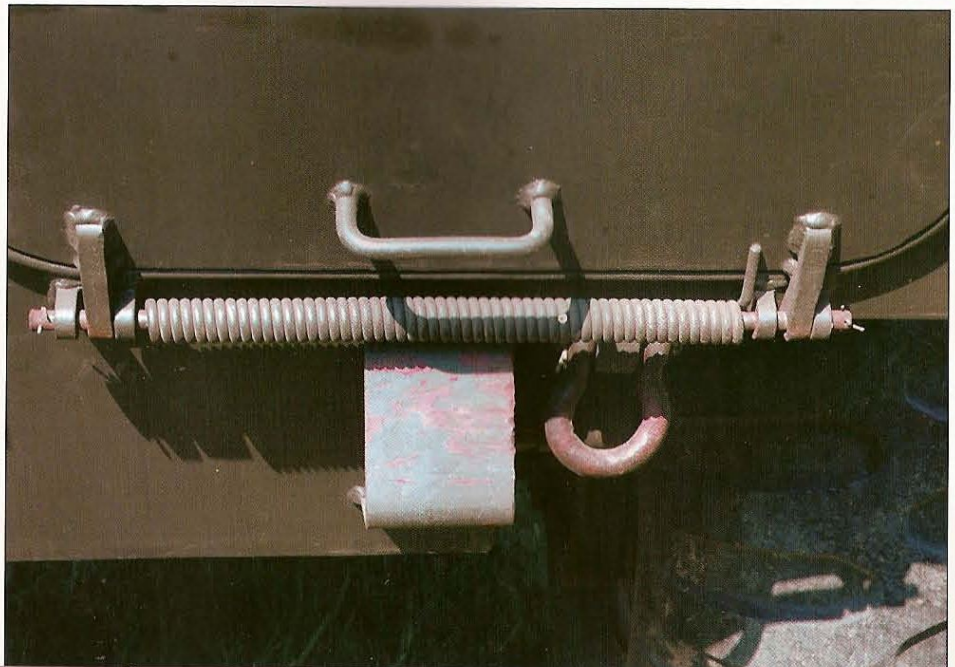
A towing shackle, or clevis, is mounted at the rear of both rear wheel wells. This one is on the left side of the vehicle.

The towing pintle's small chain is a retainer for the pintle lock pin.

The rear door is a two-piece unit with sprung hinges at the top and bottom and is identical in design to the rear door of the turret-equipped XM706E1. The *grab handle* on the bottom door panel is a bracket that rests on the door stop when the door is open.

On either side of the vision block in the upper panel on the rear door are the adjusting links. These links adjust the tension that the hinge spring exerts on the door when it is opened or closed.

The torsion spring on the hinge of the lower rear door panel tends to assist in raising the door up to the closed position. The right rear towing shackle is below the spring.



The torsion spring is retained by a hinge pin, which in turn is retained by a cotter pin. Note the weld lines where the door stop is attached to the hull.

On the right side of this XM706E2, the bifolding door over the crew compartment is raised. Note how the front end of the unloaded vehicle tends to sit high.

The upper right side door of the vehicle is open in this photo. The observer's hatch, which is hinged on its outboard edge, is also open.

This side view of the rear of the right rear wheel well, shows the towing shackle or clevis (left) and the spring shackle (right), suspended from the shackle hanger. Note the heavy-duty spring clip. Part of the towing pintle is visible to the left of the towing shackle.

As viewed over the right rear tire, details of the upper part of the shock absorber and the shock absorber bracket-mounting stud are visible. The mechanism sits within an inset built into the wheel well.

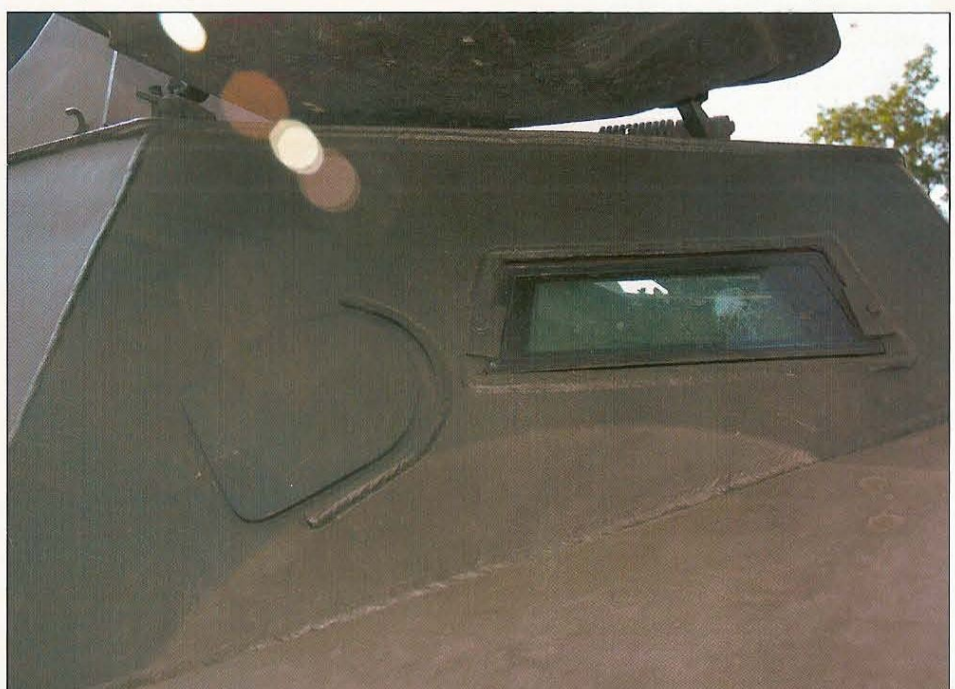
At the front of the right wheel spring and its mounting bracket, the spring's upper leaf end curls up and to the rear, and it is secured to a bushing within the mounting bracket.

Below the hinge spring of the lower right side door is the door stop. It is fabricated from welded steel rod.

This close-up shows the grab handle, gun port, and lower part of the mount for the vision block on the inside of the upper right side door panel. The knob on the gun port, when loosened, permits the unit to swing open.

The rear half of an XM706E2 displays its three radio antennas, opened upper side door panel, vision blocks, and gun ports. The vision block to the rear of the door is in the radio compartment.

Below the open observer's hatch on XM706E2's right front side is the observer's side vision port and gun port. Note the welded seams of the ¼-inch side armor plates.



Rotating the grab handle counterclockwise unlocks the left fuel filler cap cover. Pulling the cover up exposes the fuel filler cap, recessed slightly below the hull' s surface.

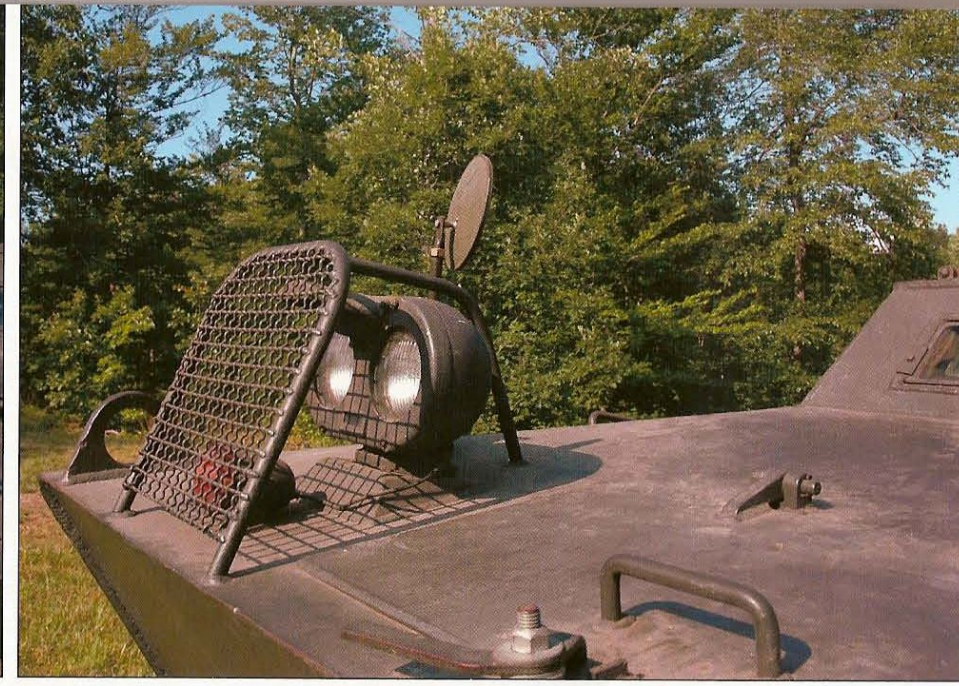
This side view shows the right headlight assembly, horn, turn indicator lamp, headlight brush guard, and front right lifting eye. Note how the lifting eye is welded to the glacis.

This view shows the right rearview mirror, its arm, and mounting bracket. Additionally, the rear of the horn and, to the front of it, the rear of the right headlight assembly and guard are visible.

The XM706E2 has a 24-inch ground clearance under the hull. The tread, or the center-to-center distance between the tires, is 75.5 inches. Given the slope of the glacis, the driver's closest in-sight point on the road or surface in front of the vehicle is 13 feet.

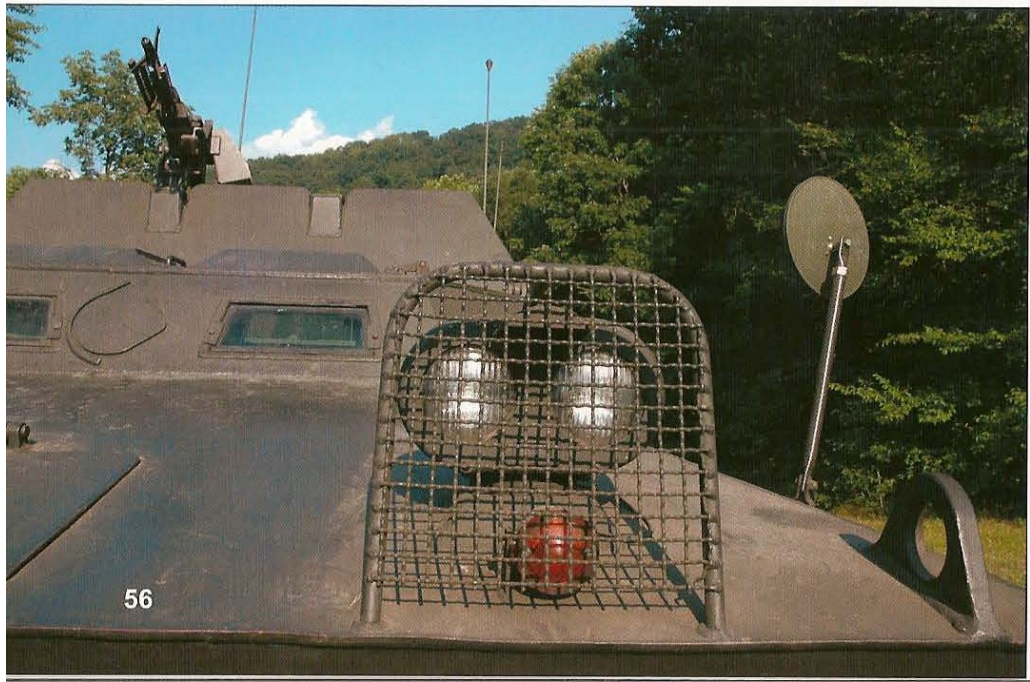
This view illustrates the slope of the lower sides on the Commando's hull, 30 degrees from vertical. Incorporating slanting armor into the vehicle's design allowed thinner armor to be used to achieve the same result as thicker (and heavier) armor at a more vertical slope.

Heavy wire mesh is welded to the headlight brush guards. The headlights' reflection off the mesh can cause glare, which handicaps the driver's visibility. Late-production Commandos eliminated the mesh and substituted a redesigned brush guard.



The front of the brush guard is swept back at an angle. Note the directional signal lamp behind to the mesh to the front of the headlight assembly. The winch door is in the lower right of the photo.

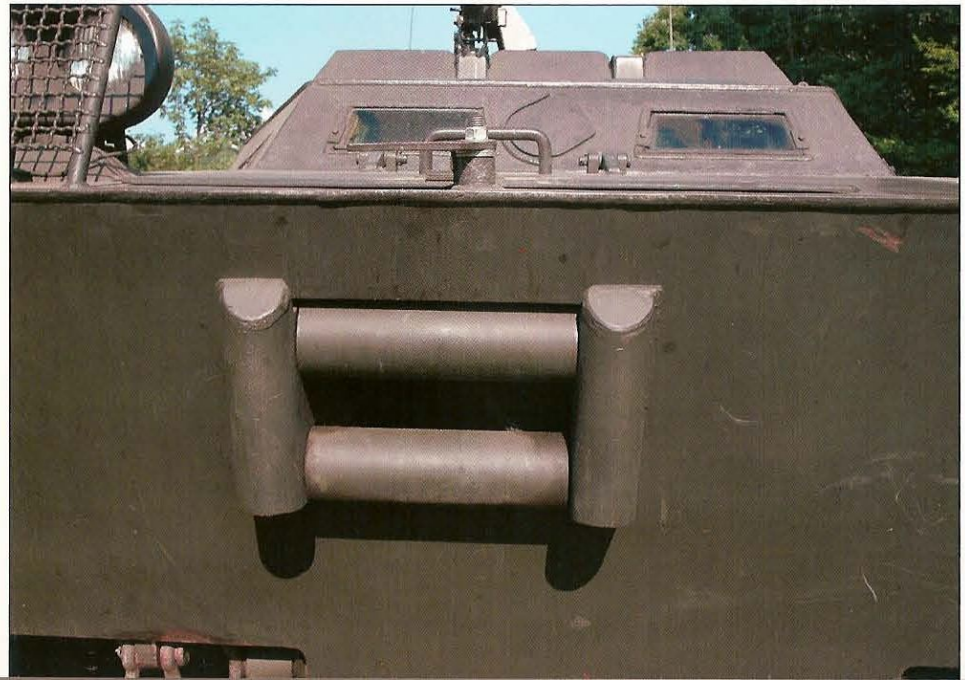
This view shows the left headlight assembly and brush guard, with the directional signal lamp behind the mesh. On the front of the XM706E2's parapet, two positions are provided for M60 machine guns. Here, one is installed on the right pedestal mount.



The glacis, or front deck, is at a 75-degree angle from vertical. The plate is .25-inches thick. Note the hood over the blackout drive lamp at the upper center of the headlight cover, or in technical nomenclature, the door assembly.

The winch hatch is rear-hinged and held shut by a cam handle mounted on the front deck. A gun port is situated between the front vision blocks. Note the raised-profile driver's and observer's hatches, which provide greater headroom for the occupants than the earlier flat-plate hatches.

Viewed from the front are the cable rollers. Directly above the cable rollers is the cam handle for the winch hatch.



This view looks into the winch compartment. The open hatch is toward the photo's top. The winch can extricate the vehicle when stuck. A hydraulic drive powers the 31:1 worm gearing. The winch has a 13,500-pound pull capacity. The reel holds 125 feet of 7/16-inch wire rope.

Flanking the winch opening, or *door*, are the horizontal cable rollers, with rounded, vertical cable guards welded to the sides of the door. The rollers allow the wire rope to feed without kinking or causing wear to the rope or the hull.

The front left towing shackle and spring mount are featured here. Standard 14.00-20, 12-ply non-directional military tires have replaced the special run-flat *Commando Special* tires on this example.

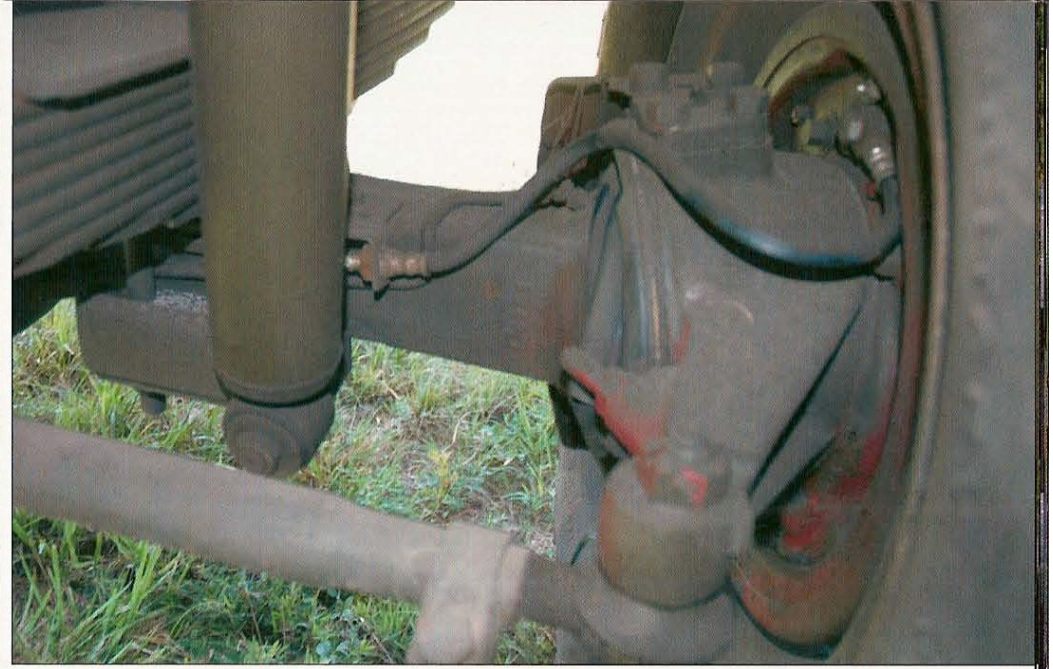
In this view of the right front wheel taken from the front of the hull, the steering knuckle, boot guard, boot, and brake drum are to the center of the photo. U-bolts secure the axle to the elliptical springs.

The Rockwell axles are modified M34 truck axles—full-floating, double-reduction type with locking differentials. To the right of the shock absorber, on the underside ledge in the wheel well, is a jounce bumper, which gradually absorbs the force of the spring should the suspension be heavily compressed.

This close-up shows details of the right forward shock absorber and the jounce bumper. Toward the bottom right are the U-bolts, along with the pad, which is sandwiched between the U-Bolts and the top of the spring assembly. Note how the pad flares out on the end facing the rear of the vehicle.

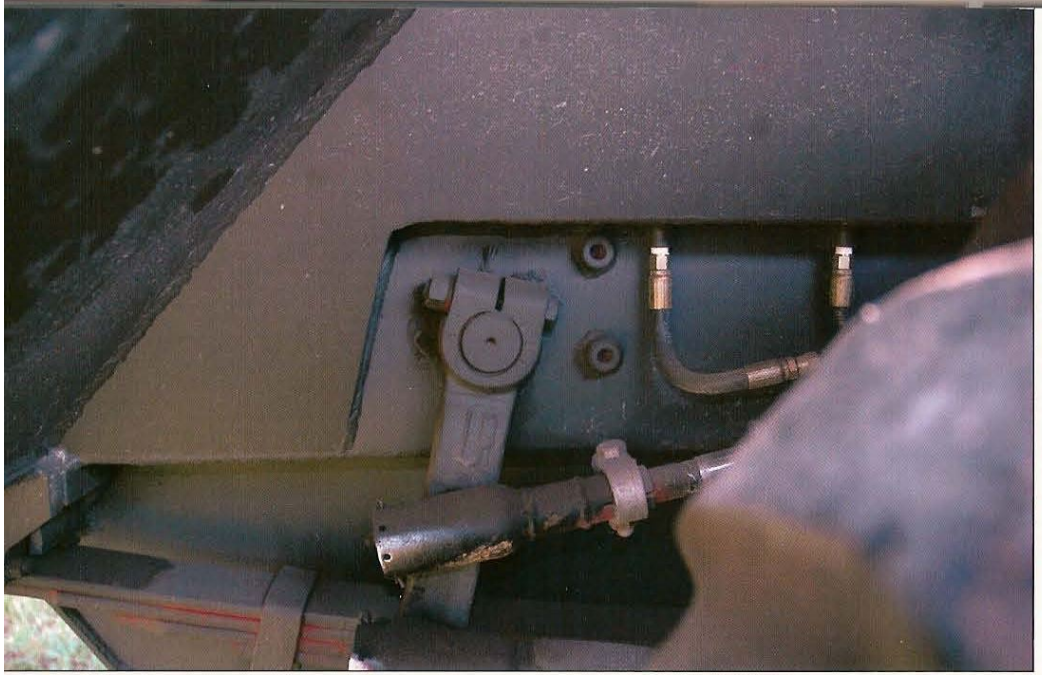
The left front axle, spring U-bolts, steering knuckle, boot, boot guard, and drum brake are featured in this view. On the hull bottom is a hull drain plug that lets out any water taken on during fording that the bilge pumps fail to eject.

Viewed from the vehicle's front are the front differential and axle. The axle drain is located at the bottom of the differential. Note how the nomenclature plate riveted to the casting is painted over.



This close-up is of the right front steering mechanism from the rear, with the steering knuckle toward the right and tie rod to the bottom. The brake line is routed along the rear of the axle and over the steering knuckle. The axle boot is just visible where the axle meets the steering knuckle.

The right front suspension is viewed from the rear and shows the tie rod, shock absorber, and jounce bumper. Note the two spring clips. Four per spring assembly are supplied.



As viewed to the front of the left front tire, the Pitman arm is mounted on the sector shaft toward the front of the recess in the wheel well. Adjacent to the Pitman arm is the power cylinder ball end. Part of the front spring mount is to the lower left.

The power cylinder clamp bolt is to the far left of the photo, while below the power cylinder is the drag link, which connects at the front to the Pitman arm and to the rear, as seen in this photo, to the steering arm.

In this view downward between the front left tire and wheel well, the power steering cylinder is to the top. A cover normally mounted over the cylinder is absent. The shock absorber is to the right of center.

The power steering cylinder, with its two hydraulic lines, is to the top of center in this view of the front left steering mechanism and suspension from the front. Note the jounce bumper below the power steering cylinder, and the Pitman arm to the far left.

The rear axle, seen here from the left side of the XM706E2, is situated in a tunnel in the bottom of the hull. The filler plug is on the rear side of the axle, and the drain plug is on the bottom of the differential housing.

To the right of the U-bolt on the hull bottom just to the rear of the left rear wheel well is a hull drain plug. Another such plug is on the opposite side of the differential.

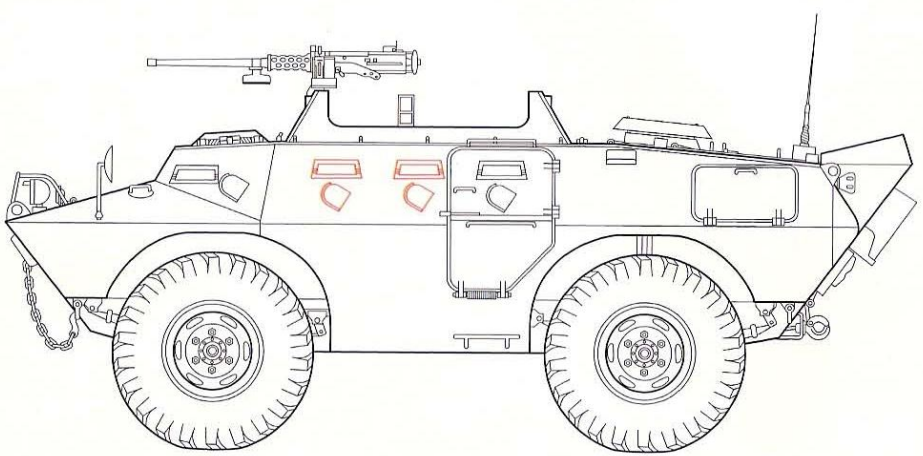
The front spring bracket in the left rear wheel well, with the tire to the right.

A close-up of the spring shackle of the left rear suspension. To the top right is the shackle hanger, which is welded to the hull.

In this view of the XM706E2 from the left rear, the large oil drain plug is visible.

This photo is of the rear hull bottom. The XM706E2 has 16 inches of ground clearance under the differentials.

This view shows the right side of the rear axle and the inner side of the wheel, brake drum, and tire. Note the hull drain plug at the corner of the axle tunnel.



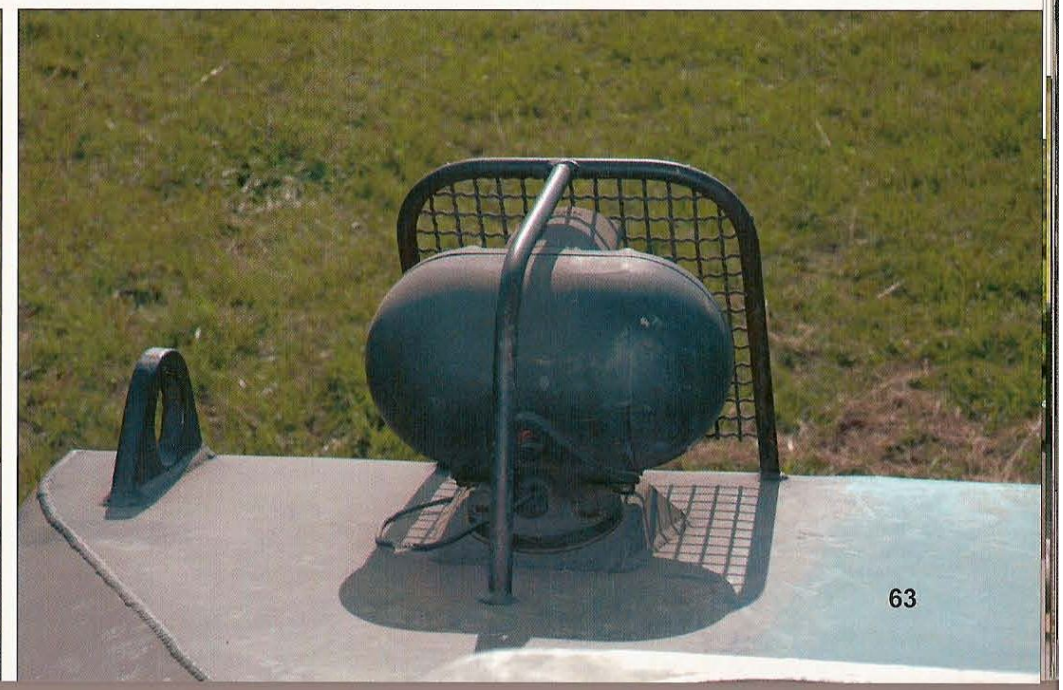
The early XM706E2 featured dual visors and gun ports forward of the side doors.

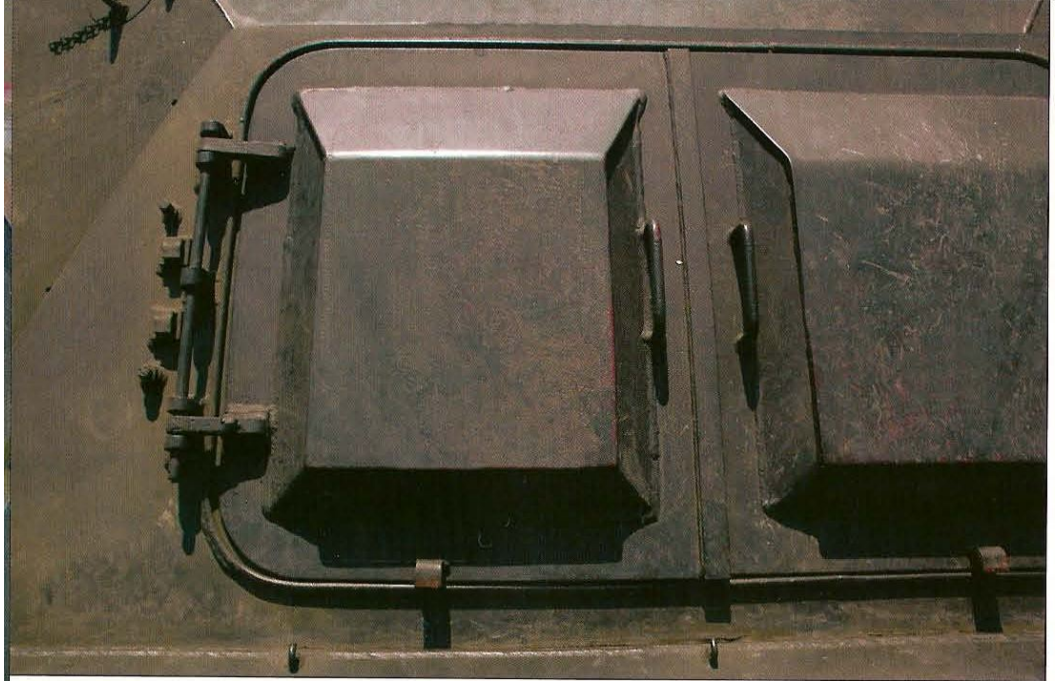
This view looks over the opened driver's and observer's hatches from the front of the parapet. The crash pad for the driver's forward vision block is visible to the left side of the opened hatches, and the observer's crash pad is partially in a shadow.

This rear view looks at the right headlight assembly, brush guard, and horn. Note the wiring for the directional signal lamp (left; the lamp is out of view to the front of the headlight) and horn (right). The front right lifting eye is just visible above the horn.

The driver's (far left) and observer's hatches are closed in this view from the parapet. Note how the raised-profile hatches are fabricated from welded plates. The L-profile tab, visible on the rear of the observer's hatch, engages the hatch hold-down latch when the hatch is open.

This rear view looks at the left headlight assembly, brush guard, and the power wire for the directional signal lamp. Note the welded seam of the hull panels.



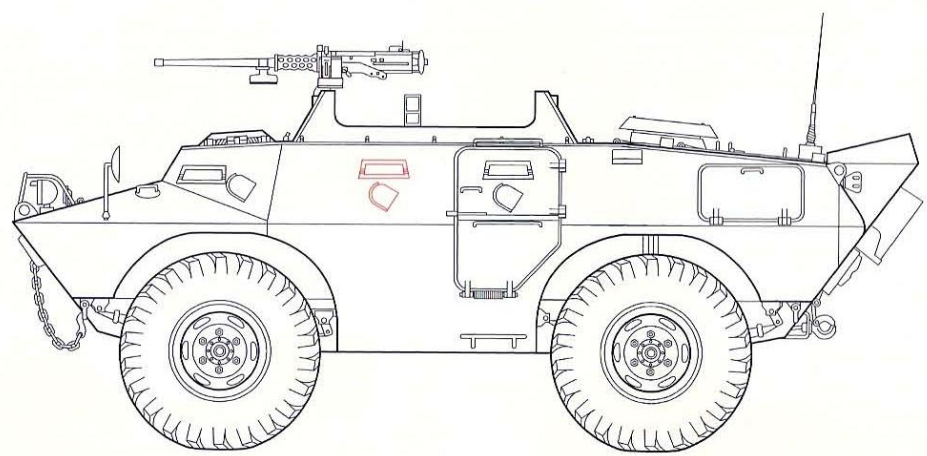


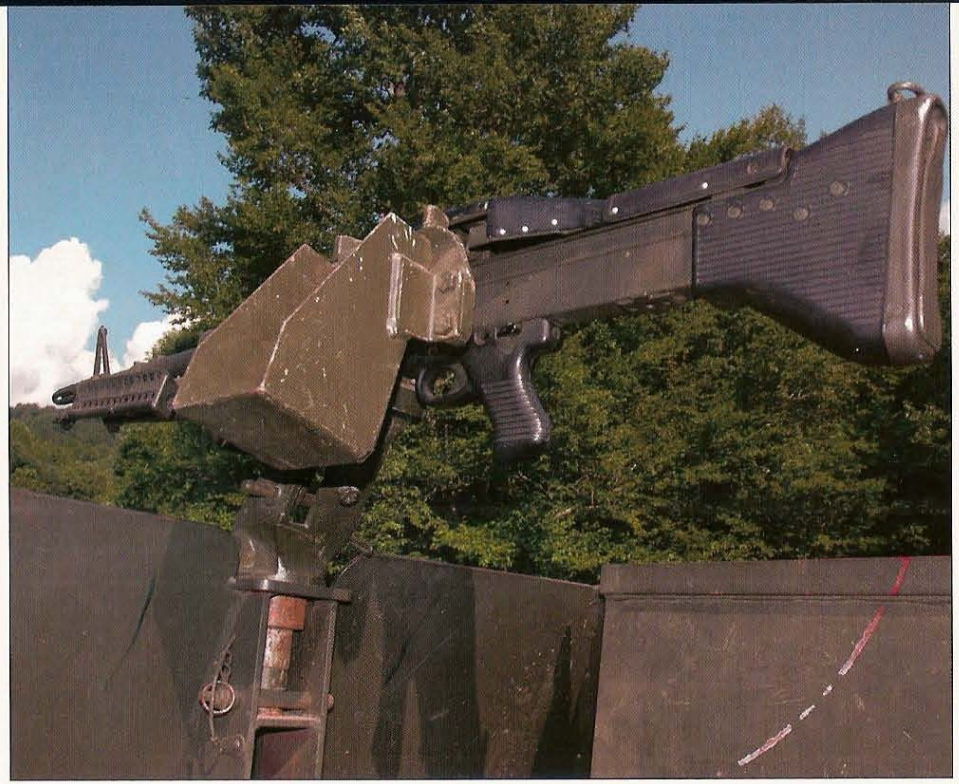
The driver's hatch, to the left, and observer's hatch, to the right are closed, and the front of the hull is to the top of the photo. The driver's hatch lacks the torsion spring on the hinge pin.

A view into the driver's compartment from the rear of his hatch opening reveals the instrument panel to the left of the steering wheel. The steering gear is below the steering wheel, and to the right of the wheel are fuel lines, the fuel filter and pump, and hydraulic lines associated with the winch.

The driver's hatch is open. The foam rubber crash pad is cracked and disfigured with age. The left gasoline filler cap cover is on the hull to the front of the hatch.

Later XM706E2 models had single visors and gun ports forward of the side doors.





An M60 is mounted on a fixed pintle mount at the right front of an XM706E2. The pintle at the bottom of the cradle fits through apertures in the horizontal plates of the pintle mount, and the horizontal pin just above the lower plate locks in a groove cut into the pintle to hold it in place.

The pintles in the parapet of the XM706E2 were designed to mount M60 machine guns exclusively. Storage in the hull was provided for 5,940 rounds of 7.62mm ammunition for up to five M60s.

This side view of an M60 machine gun features an extended bipod. The gun has 550-round per minute rate of fire and uses 7.62 mm ammunition. This gun has a carrying handle installed.

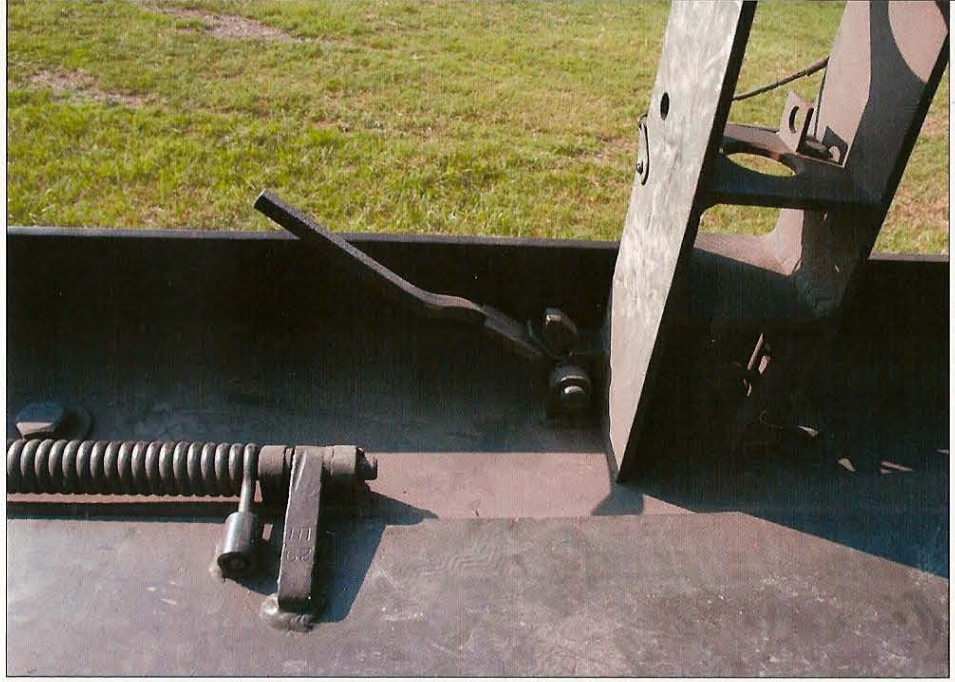
A view of the inside of the front of the parapet (the rear of the parapet enclosure is at the bottom of the photo; the right bifolding door is in its raised position to the right), shows the two fixed pintle mounts. The butt of the M60 serves a double purpose—it is hinged at the top and can be flipped up to form a shoulder rest.

This cradle for an M60 pintle has the machine gun removed. The curved plate holds the ammunition box on its other side. The notched latches on the horizontal plate engage with lugs on the M60's bottom to clamp it in place. A hinge pin passes through a socket in the bottom of that plate to allow elevation and depression of the piece.

This view gives a clear look at the left front pintle mount. The pintle mount is welded to the front plate of the parapet and the deck. A footman loop is on either side of the mount. To the far left is the opened left bifolding door. Note the latch that is holding the doors open.

The lowered, left bifolding door shows the parapet's side panel and the spring-loaded, left-hinged pintle mount. The inner panel on both sets of doors have a grab handle mounted on the outboard flange's center.

The XM706E2 pintle mounts on the sides of the parapet are hinged on bottom and can fold down to the side or be removed when not in use. At left is the torsion spring and the bifolding door's hinge pin.

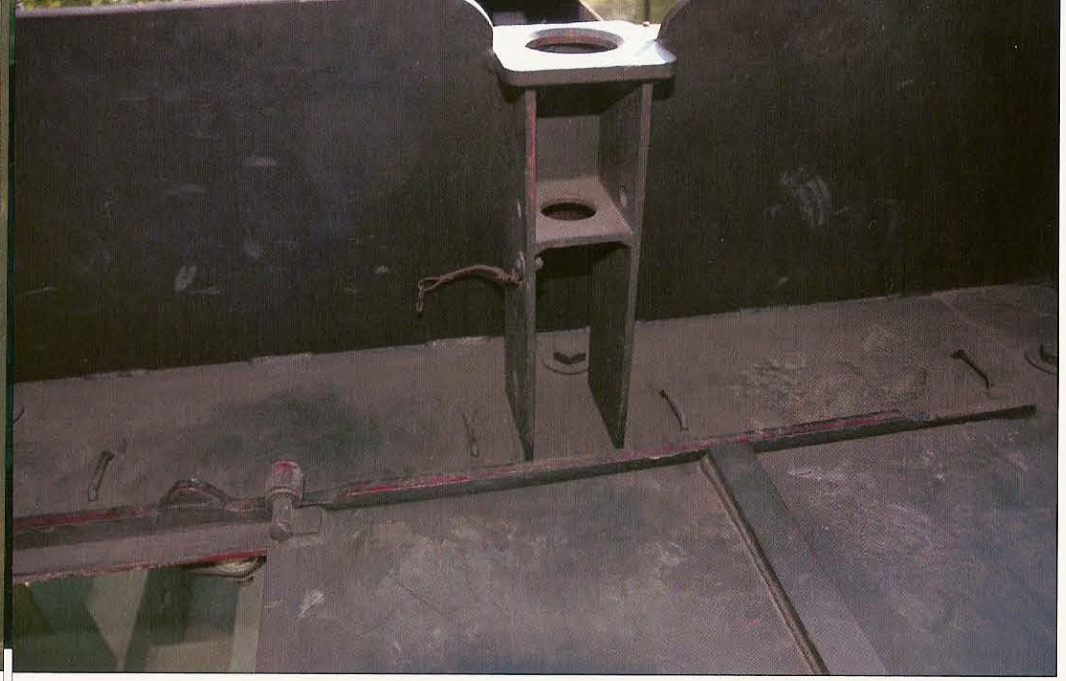


The hinged pintle has a hinge on the inner surface of one of its side plates. A pin secures the hinge to a hinge butt welded to the deck. When raised, a latch at the side (in this case, to the left) of the pintle mount's bottom locks the mount down, and releasing the long handle unlocks the mount.

This view looks down into the space between the left parapet plate and the raised bifolding door. At the center, the pintle mount has been unlocked and lowered on its hinge and is placed its stored position. The L-shaped lug toward the left of the plate engages the latch when it is raised. The latch and locking handle are in the shadows to the left.

The left rear corner of the parapet has its bifolding door lowered. The raised side pintle mount is to the far right, and the fixed pintle mount is at the rear of the parapet to the left. Just visible to the top left is the Molotov cocktail guard on the front engine hatch. Tie-down hooks for a tarp to cover the parapet are visible on the outer side of the vehicle.

The rear of the hinge of the left bifolding door. The two-part block fastened to the deck is the retainer for the end of the torsion spring. Note the brace at the left for the side plate of the parapet.

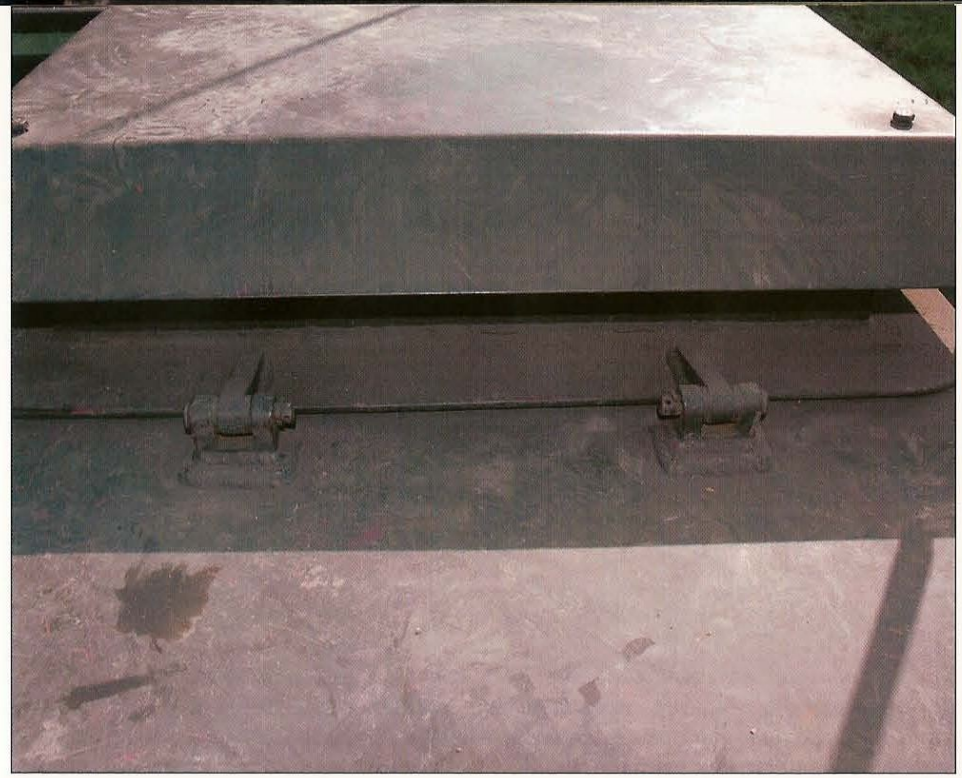


Like the two front pintle mounts for the M60s, the rear pintle mount is welded to the rear parapet plate and the deck. The mount is placed to the left of the vehicle and is in line with the left front pintle mount.

Over the parapet's rear and left is the rear crew compartment hatch. The Molotov cocktail guard over the front engine hatch is at right, and the engine exhaust shroud is at the rear.

The left bifolding door is raised in this view of the rear pintle mount and offers a small glimpse into the crew compartment below.

The front engine hatch and Molotov cocktail guard are photographed from the left rear corner of the parapet. The two hinges of the hatch are visible. Note the tie-down hooks for the tarp to cover the parapet.



A view from the front of the Molotov cocktail guard and front engine hatch hinges. The hinges pivot on hinge pins secured in place by cotter pins. Note the heavy weld where the hinge is mounted to the deck.

The view toward the rear of the vehicle and looking over the Molotov cocktail guard shows the engine exhaust shroud and grill. Two stainless steel mufflers and exhaust outlets are under the two small covers on the grill.

The cam handles for the rear engine hatch are mounted on the deck. A mount for a radio antenna is to the upper left.

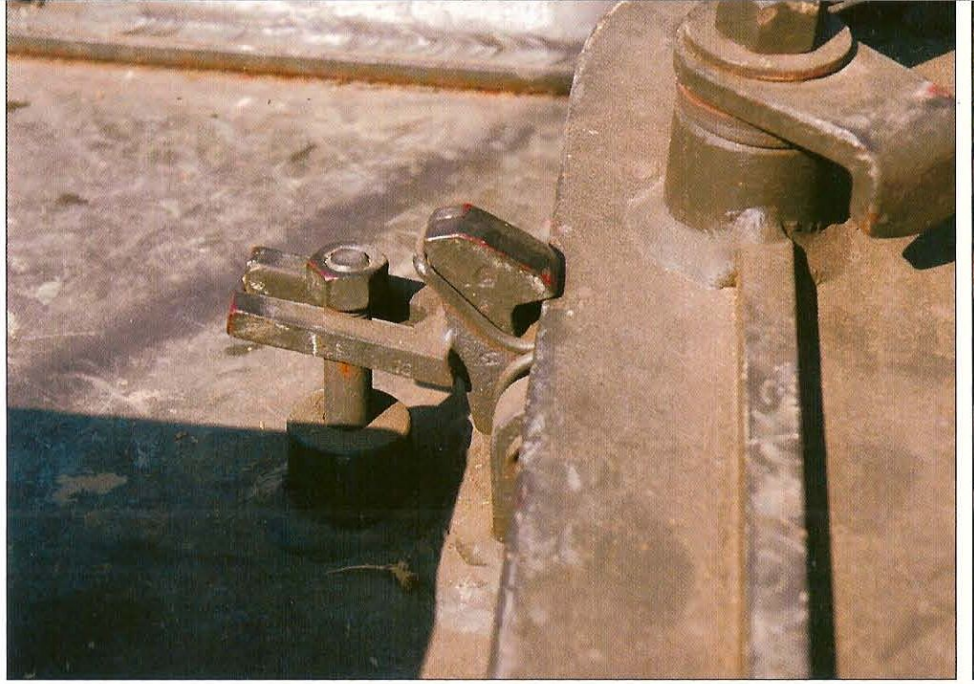
The rear engine hatch is in the foreground. To the front of it are the Molotov cocktail guard and the parapet's rear. The outboard rear engine hatch's cam handle is to the far left.

The open rear engine hatch features a rough-cast texture on the inner surface.

Looking into the engine compartment, facing toward the rear of the XM706E2, the radiator surge tank and radiator cap are toward the bottom, the alternator is to the left, and the cooling fan is toward the top. Also visible is the upper radiator hose.

The open rear crew hatch, as photographed from the hatch facing toward the front of the vehicle. A latch at the far left corner of the hatch holds down the hatch when open; the latch is released by pulling down on a knob below the latch, on the ceiling of the crew compartment.

The radio antenna mount is at the right rear corner of the hull deck. To the rear of the mount is the right tail light assembly, and to the right is the upper rear door hinge spring.



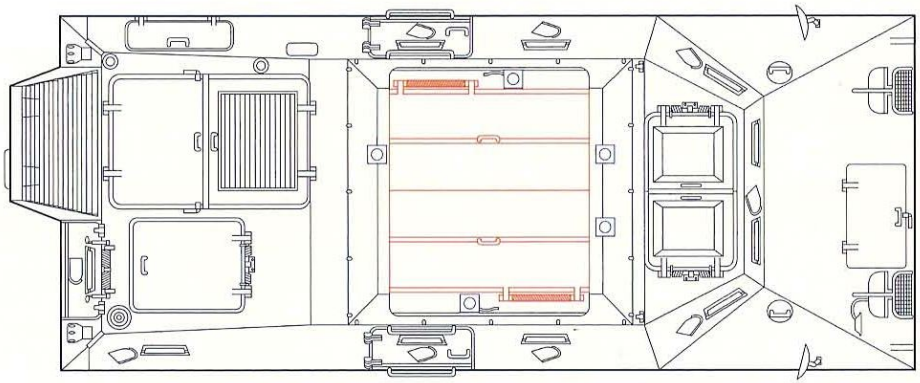
This close-up shows the hold-down latch for the rear crew hatch. To the upper right is the latch for the inboard cam handle of the hatch.

Details of the upper rear door are seen from the rear crew hatch. The equilibrator spring fitted over the hinge is a separate unit from the hinges and acts with the adjusting links, attached at the door to the sides of the vision block, to assist with raising the door.

The rear plate of the parapet is viewed from the rear of the hull deck. Visible over and to the front of the rear plate is the front of the parapet and the pintle-mounted M60. Note how the rear pintle mount is welded to a cutout in the rear plate.

Bifold armored foors could completely close the fighting compartment. Provisions for pintle-mounted M60 machine guns are two at the parapet's front and one on each side and the rear.

XM706E2 top view



Inside the XM706E2's rear crew compartment and faced toward the rear, the engine compartment bulkhead is to the right. The wheel well is to the left. The rear door is painted the same color on the inside as the vehicle is painted on the exterior.

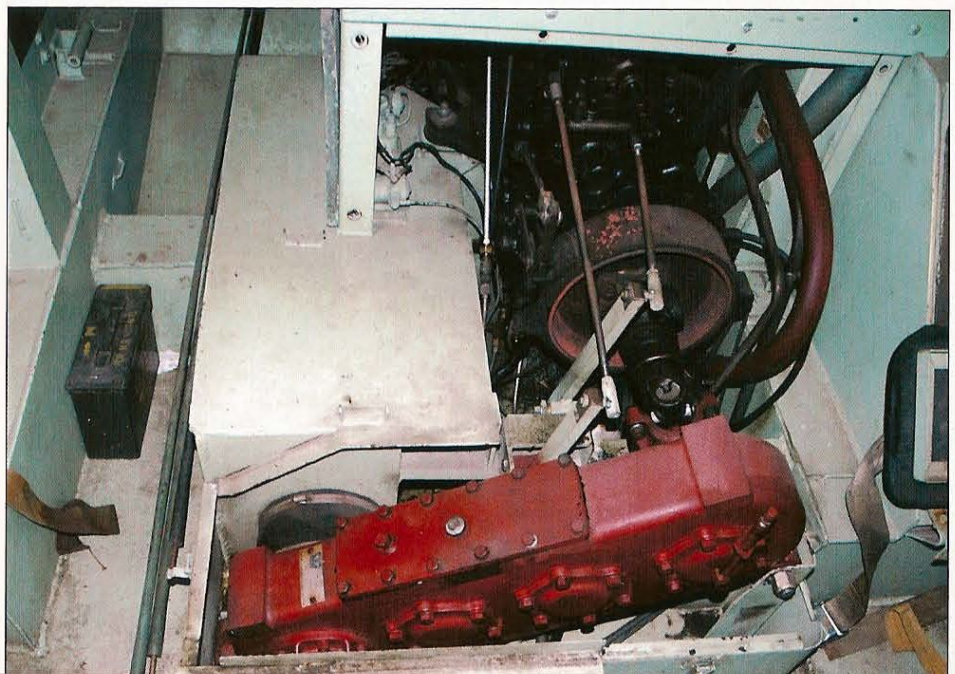
Inset into the lower panel of the engine bulkhead and opposite the right rear wheel well is the auxiliary power receptacle.

Radio equipment is mounted on the rear crew compartment's right side. The radio on the table and on top of the wheel well is attached to a buffered mount. A speaker hangs to the upper left. A crash pad is attached to the upper part of the door opening.

The engine compartment's front bulkhead is viewed facing the rear of the crew compartment. An air ventilation door is in the center of the bulkhead. A dome light is at top left.

The ventilation door opens inward into the radiator compartment. To the left of the dome light is a release knob for the hold-down latch for the rear crew hatch.

The engine compartment's bulkheads are removed. The red transfer case is a single-speed design with an in-out engagement clutch for the front-axle drive. Rear of the transmission (upper right in photo) is its disc and below the transmission linkages is the parking brake assembly.



The left rear corner of the crew compartment, with the front bulkhead of the engine compartment to the left. A fixed fire extinguisher is normally stored in the nook at the center, above the wheel well. The open left side door is to the right of the photo.

A flip-up seat equipped with seatbelts is mounted to the front of the left rear wheel well on this XM706E2. The spring holds the seat "up" when not in use and gives the crew more room for manning the M60 machine guns on the parapet.

The XM706E2's cam handles are mounted on the ceiling to lock the bifolding doors when closed. To the left is a loop for holding a webbing hand strap, which assists in closing the door.

The left bifolding door is closed. Note its two inner hinges. The doors have weatherstrips but are not 100 percent watertight. A provided tarpaulin covers the parapet in wet weather.

A side-mounted vision block is surrounded by its crash pad. A gun port is below the vision block and crash pad.

To the lower left is a crew seat on the left side of the crew compartment The front wheel well is to the front of the seat. Crash pads are applied to strategic locations. To the far right is the rear of the driver's seat.

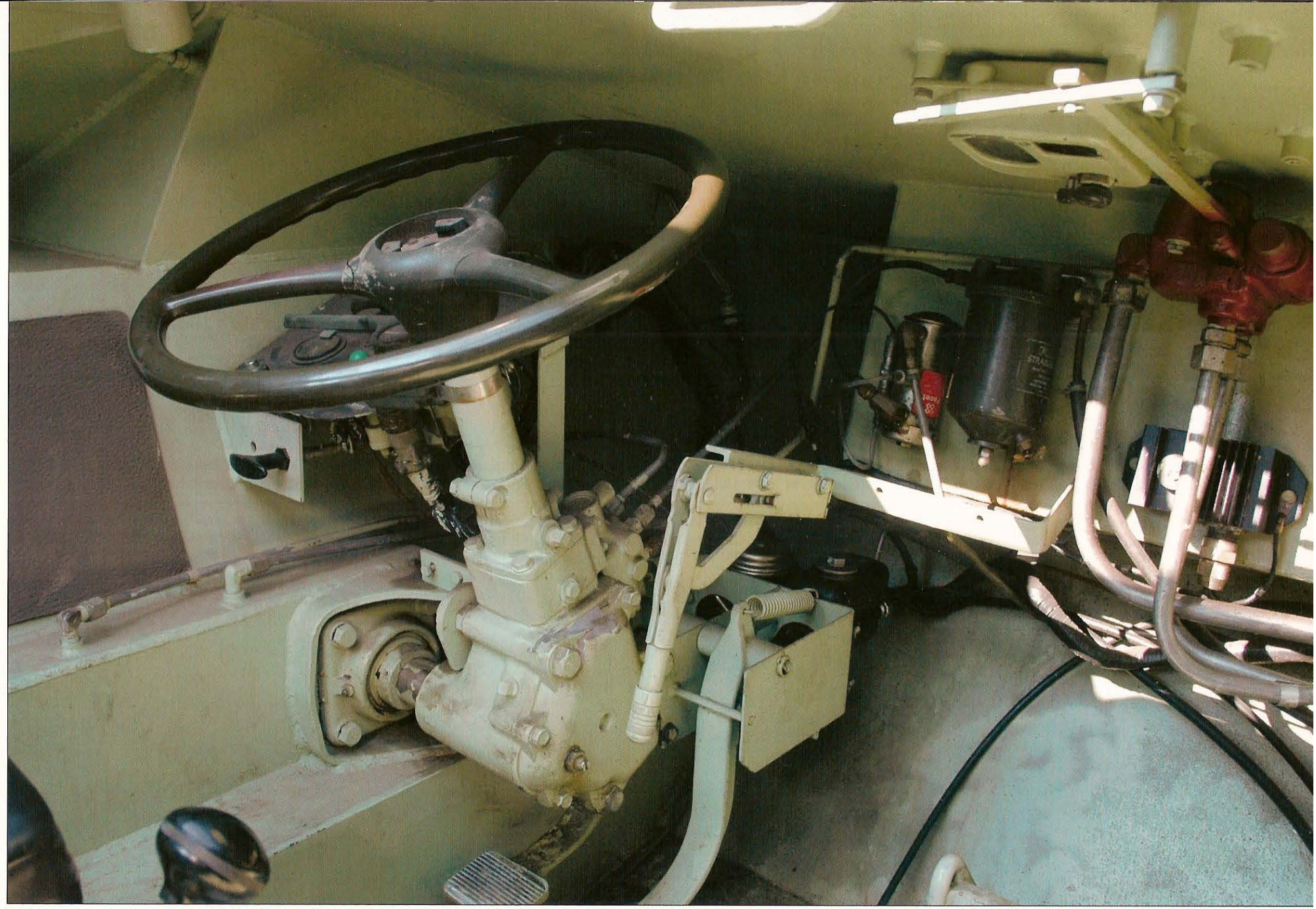
The driver's side vision block and gun port are seen here. Above the port is a monitor selector for the radio/intercom system. The lines from the front corner to the ceiling next to the hatch are fuel tank vents. The holder in the front corner is for a flashlight. Note the footman loops on the top of the wheel well.

From the driver's perspective are the driver's front vision block and front gun port, to the right of the vision block. A crash pad surrounds much of the hatch opening. Normally, a clamp knob would be attached to the right side of the port.

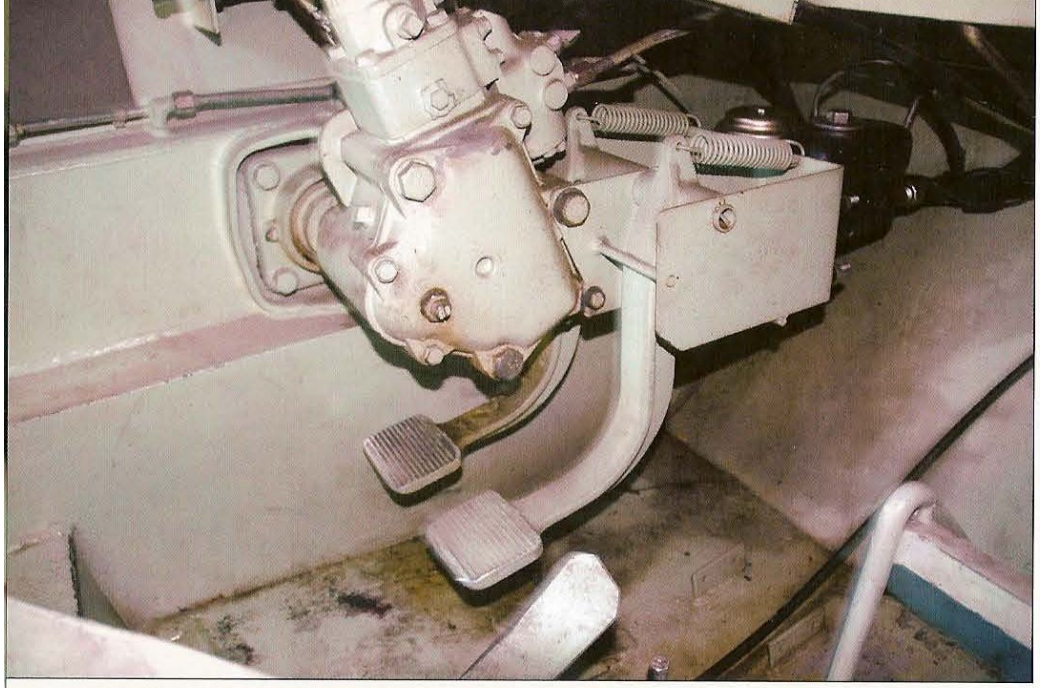
The raised-profile driver's compartment hatches are closed in this view. Note the grab handles and the cam handles for locking the hatches, two each to the front and rear.

The driver's seat is raised. When lowered, the seat bottom is approximately flush with the floor. The seat may also be adjusted forward or back. The black knob for the transfer case shift lever is below the seat belt to the right of the seat.

The lever to the side of the driver's seat is the transmission gear shift lever. To the right are the steering wheel and steering gear box, with the parking brake lever projecting almost horizontally to the right of the steering column.



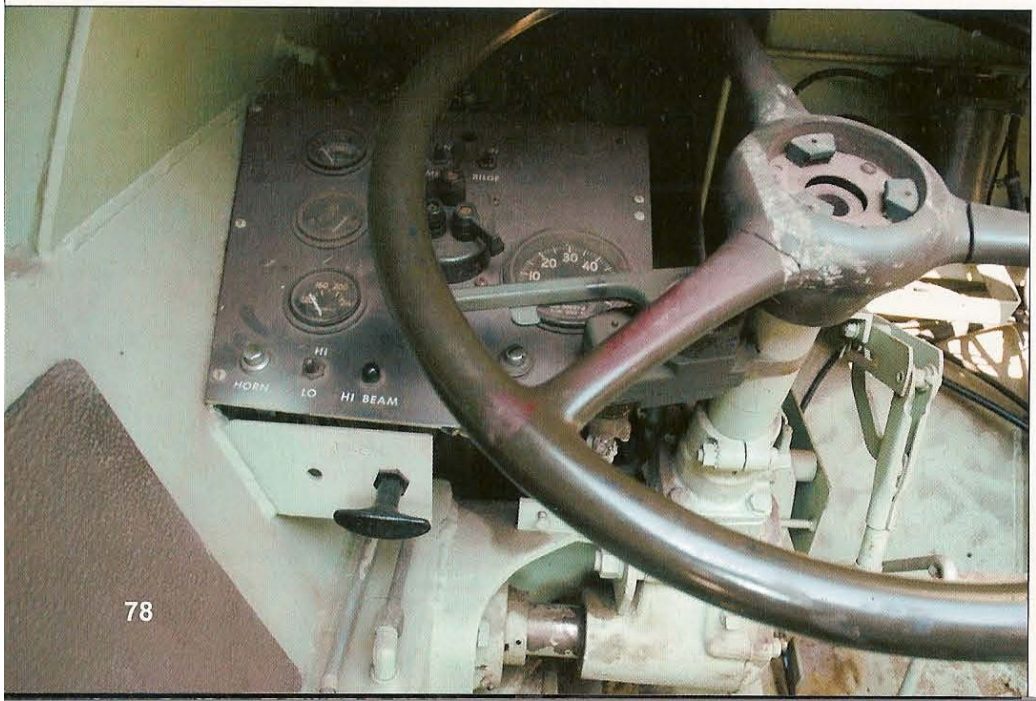
To the left of the steering wheel is the instrument panel. Below it is a small panel with the hand throttle (right), and the hole to the left should be filled with the choke control knob. To the upper right and on the plate that forms the rear of the hydraulic winch compartment are, from left to right, the fuel pump, fuel filter, and winch control valve and control lever, with the black turn signal flasher unit partially hidden behind the hydraulic lines.



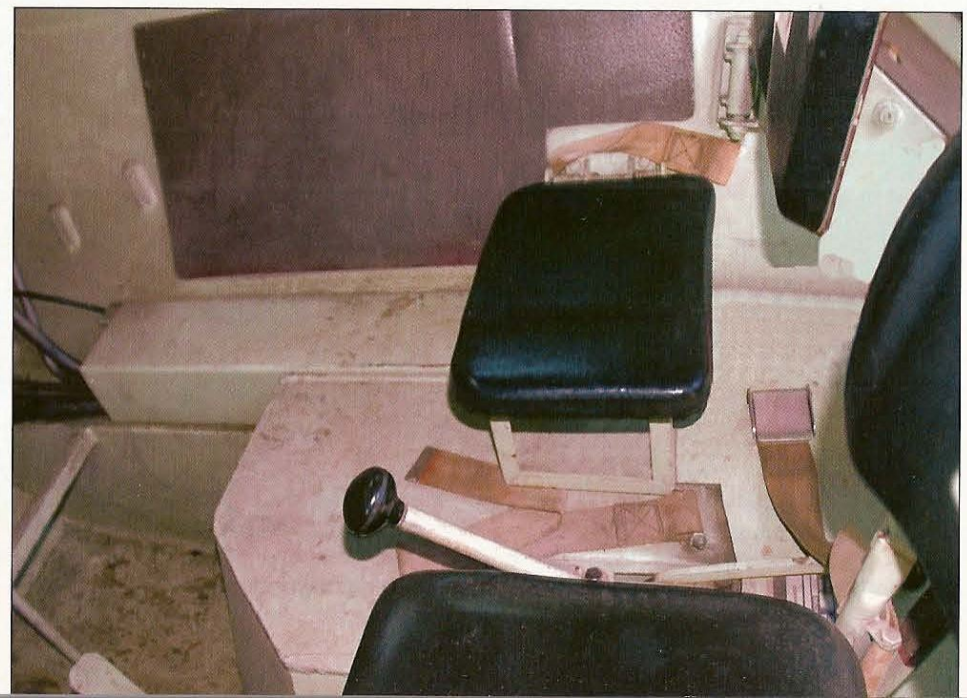
This view shows the clutch (left) and brake (right) pedals. The accelerator pedal is to the bottom center. Note the hydraulic lines attached to the front side of the steering gear.

The driver's compartment floor is seen from the observer's view. A foot rest is provided for the observer (top right). The tunnel to the right serves as a trunk for electrical and mechanical systems.

The instrument panel's details are visible. Partially obscured by the steering wheel, at the center of the panel, is the control for the external lights. To the lower left of the panel are the horn button, dimmer switch, and high-beam indicator.



The observer's seat is viewed from the driver's postion. The seat flips up when not in use, and the seat back rotates forward for storage next to the seat bottom. All seats are equipped with seat belts.

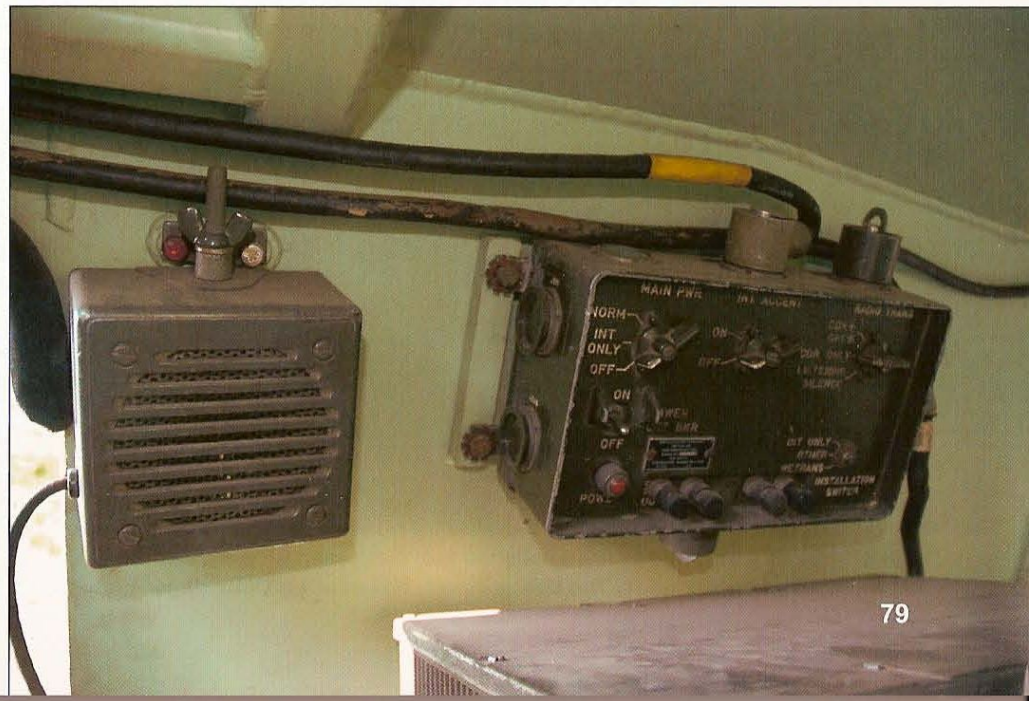


The observer's seat and seat back are in their stored position.

The view from the XM706E2's parapet and into the crew compartment reveals the right side door (far right of the photo) and a folded-up crew seat at the center of the photo. The rear of the seat rests on a collapsible post when folded down, and the front rests on the rest welded to the rear of the wheel well (lower left of the photo).

The lower right side door is closed, and the upper part of the door is open. The long bar on the top of the door serves as a step when the door is swung open. The front cam handle is missing.

On the hull wall to the rear of the right side door are a loudspeaker (left) and an intercom amplifier (right). The top of a radio set is at the bottom of the photo.



The XM706E2's sleek, angular lines belie the fact that, when fully crewed and armed with M60s, the vehicle was a veritable mini-fortress well suited for patrolling air bases and guarding against enemy raids. The M60 gunners, however, had little upper-body protection in the exposed positions above the parapet.

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